AUGUST, 1965

THE Signalman's JOURNAL

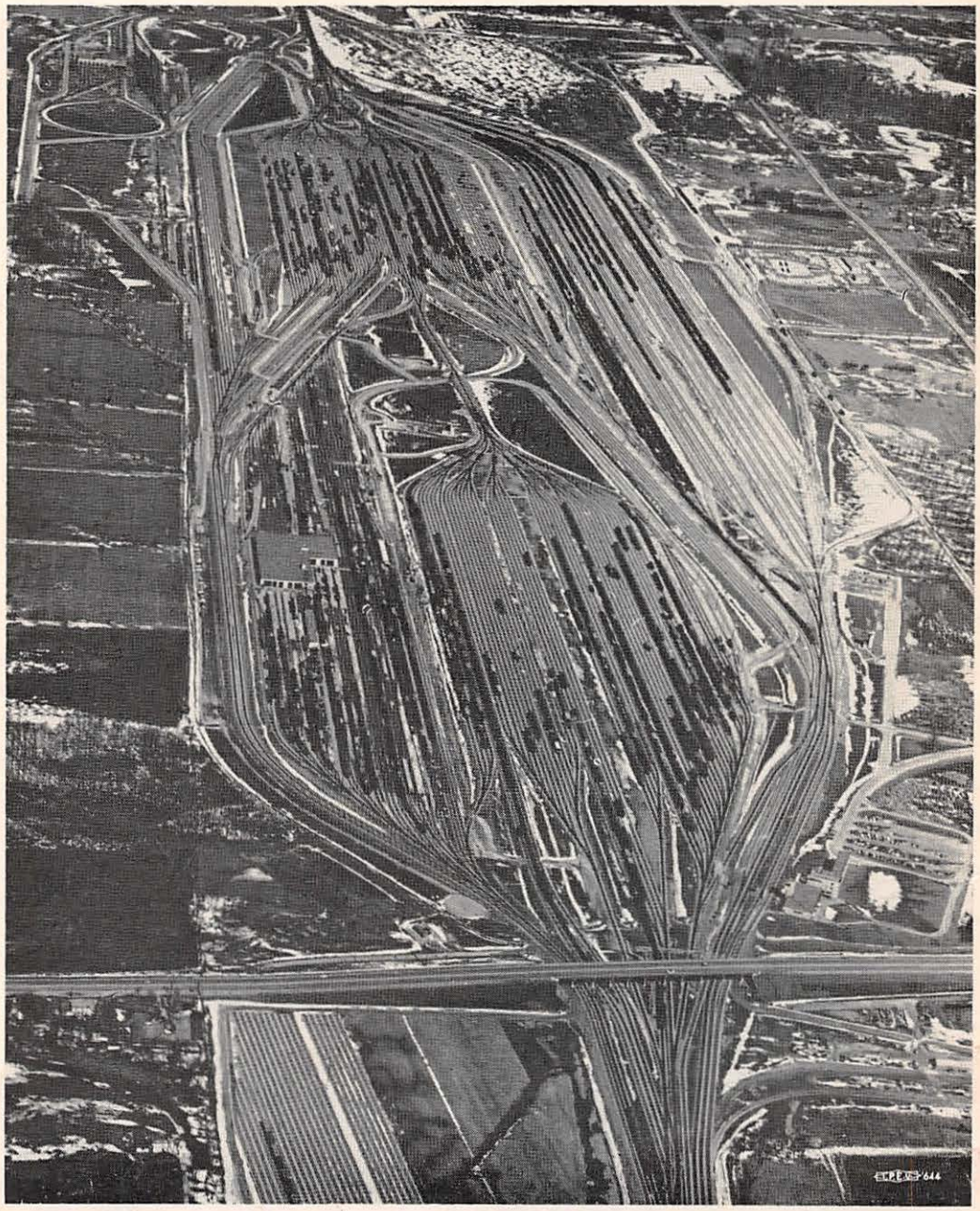
C.N. New Toronto Freight Yard in Service

Changes in Railway Labor Act Sought

Effect of 1965 Legislation on Railroad Employes

Safety Regulations for Track Cars

Legislative Activities



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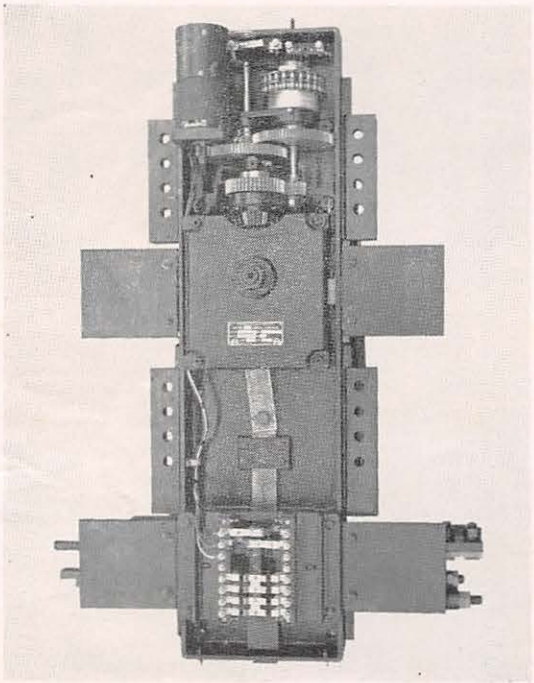

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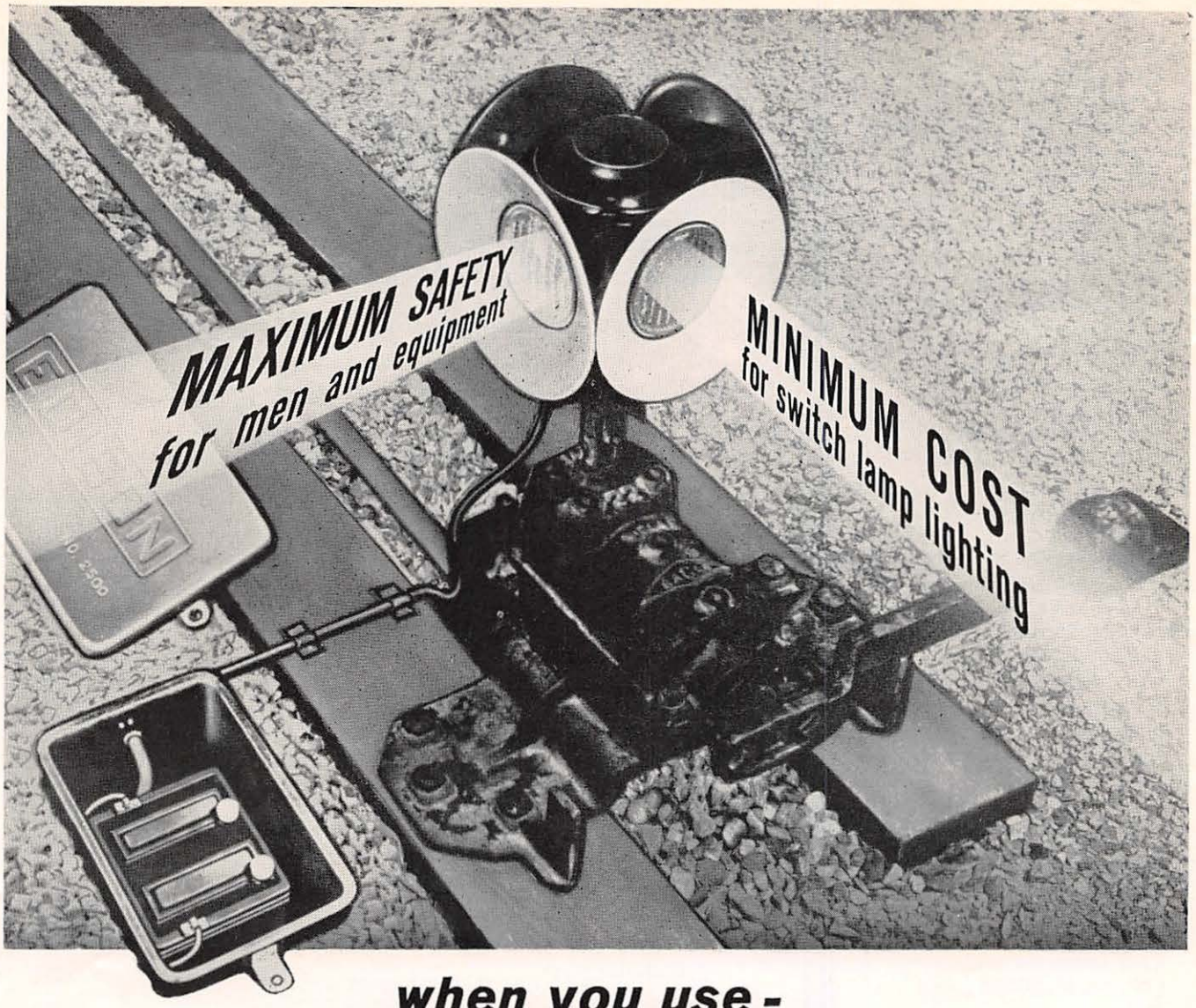

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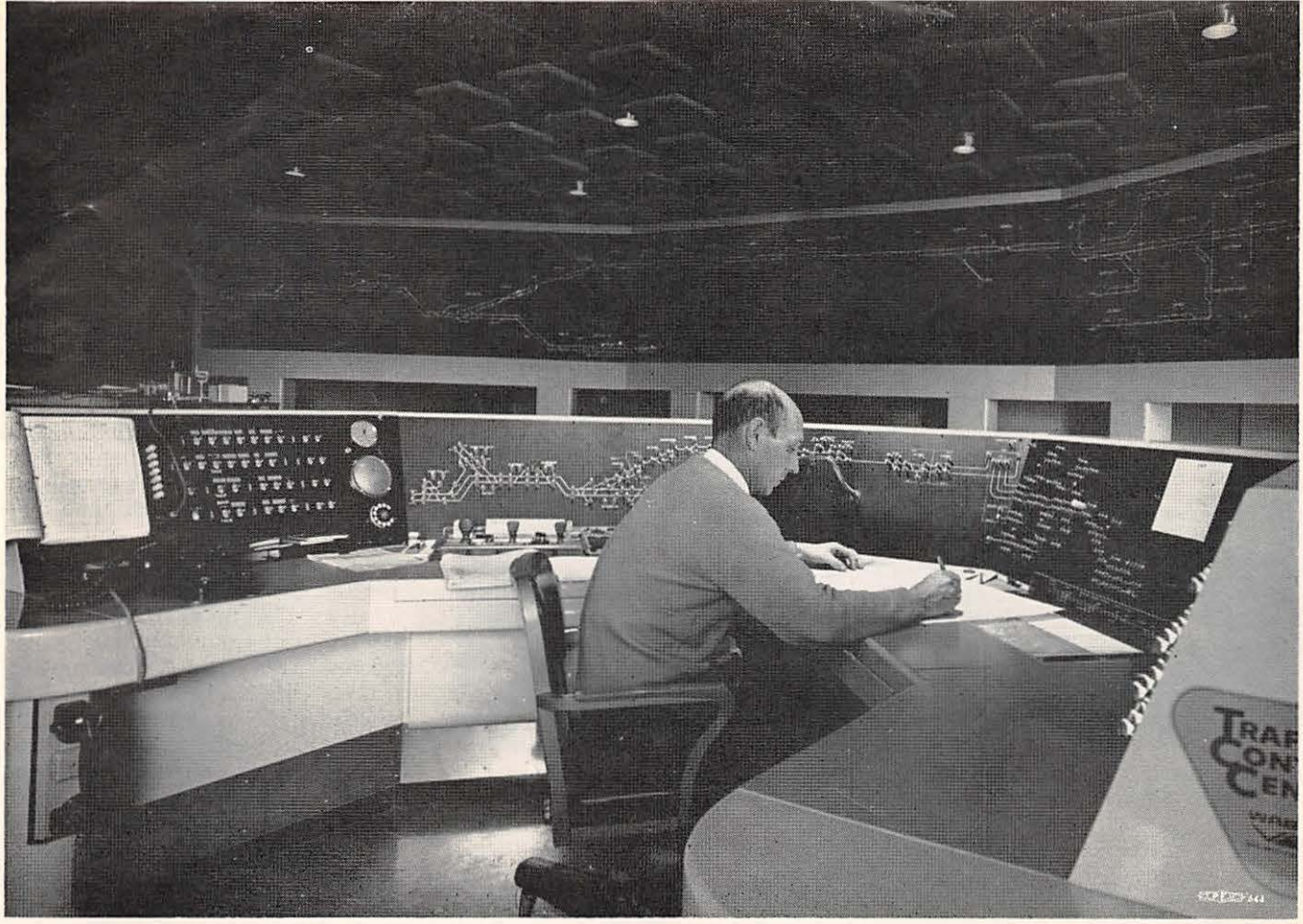


One of two train dispatchers who operate the push-button Centralized Traffic Control system at the Toronto Yard is shown here. In the background is a 30-foot track diagram over which he and the other operator control trains. This automated signaling is performed through remote control of motor-driven switches and on-line signals. Trains show up on the large board as moving lights.

World's Most Advanced Freight Yard Now In Service

ALMOST TWO YEARS HAVE elapsed since the *Journal* carried two articles reporting on the construction phases of the Canadian National's $75 million Toronto Terminal Project and the new access line being constructed in that area.

This new project was officially opened recently and Grand Lodge Representative A. N. Cotton, Trustee C. R. Scott, and Brother B. E. Reynolds were present to represent our Brotherhood.

The Toronto yard now stands as the world's most advanced freight handling facility and strengthens CN's automated car handling facility at Moncton, Montreal and Winnipeg.

The new facility should speed shipments for CN's shippers as it is claimed that the new automated freight handling cuts freight car yard time in half.

Control of the overall yard operation is provided by an analog computer, radar equipment, teletype machines, talk back speakers, private line telephone and seven radio systems.

A highly skilled staff strategically located at points throughout the yard provides proper signal maintenance of the automated equipment, and controls arrival, inspection, perishable servicing, sorting and re-direction of freight cars.

Computerization is effectively used in the freight classification yard to sort the 5,000 freight cars arriving each day.

The system, which utilizes an analog computer, provides instantaneous solutions for the required release speeds of freight cars traveling over the "humps" of the yard so that the routing of the car from "hump" to coupling on a classification track is completely automatic.

The electronic computer continually checks its own operation by solving a sample problem so that any failure in the system is instantly detected.

The effectiveness of the yard's precise, split-second electronic control is best demonstrated by the fact that within a time lapse of only 20 seconds it can move a 100-ton freight car from the free-rolling speed at which is it uncoupled at the "hump" to the final controlled speed at which it couples again on the classification tracks.

Within that 20-second interval a complicated set of calculations by the analog computer has converted the car's weight and speed into instructions for both the Master and Group retarders, switches have been set to permit the car's entry onto its specific classification track, and the entire complex of electronic equipment is ready to receive another car.

At full capacity the Toronto Yard's humping rate is three cars a minute.

Train dispatchers at the CN Toronto Yard exercise control over a triangle bounded by Hamilton Richmond Hill and Pickering on the only electronic control board of its style in the world.

While CN has utilized Centralized

Going . . . rolling . . . sorted. This picture shows a freight car at the crest of the "hump" at Canadian National's Toronto Yard. There, a pin puller uncouples car and it rolls free.

Traffic Control since 1951, the equipment installed at the Toronto Yard is the most "sophisticated" in the national system.

With it a train dispatcher can "scan" electronically, through 38 field stations within the triangle, the movement of the 180 trains that proceed through it every 24-hour period.

To exercise this total control over train movement, the electronic equipment operated by the dispatcher can receive 900 movement indications from the area in a five-second interval.

The console over which the dispatcher in turn routes train movement can perform, electronically, 400 control functions per second.

The 100 miles of access-line track is reproduced on a board 36 feet long in the train dispatching control room of the Administration Building at Toronto Yard. Train movement throughout the area is indicated on the board through lights.

Directly in front of the 36-foot board are two control consoles that independently route the movement of trains through 100 miles of access-line. Progress of trains is recorded electronically on the board, which is a diagrammatic miniature of the entire Toronto area.

So completely has the concept of "fail-safe" been built into the electronic control system that it will "refuse" to signal two trains into routes that would bring them into conflict. The console, and its built-in safety features, will only signal routes that are compatible with safe movement.

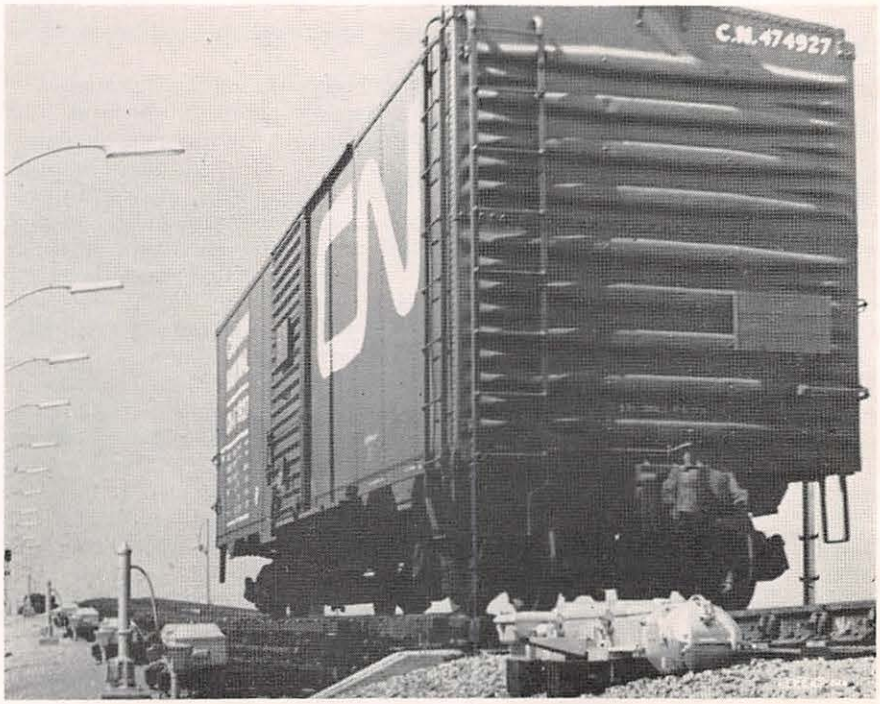
Push buttons on both consoles enable train dispatchers to select a route and instruct the machine to line switches that will bring a train safely to its destination within the area.

Specifically, when a train movement requests a route into Toronto Yard's access-line system, a warning signal light on the diagram corresponding to an equivalent signal alongside the track itself flashes to inform the train dispatcher a route is required. At the appearance of this signal the train dispatcher selects a route for the train by push-button control. This is all the dispatcher needs do. CTC automatically lines the switches for the selected route and turns the signals to indicate "proceed". As the train moves along the route, solid bars of light on the access-line diagram indicate its progress to the dispatcher.

Simultaneously a complete record of train movement is being kept by a pengraph, a device that records on paper movement in both time and space.

Statistically, the story of the access line to the Toronto Yard is impressive: 138 miles of track, 53 bridges and grade separations, 9,000,000 cubic yards of earth moved, 925,000 cubic yard of sub-ballast and ballast. If you have the time to count them, there are 405,000 track ties. The line—controlled by Centralized Traffic Control—cuts from Burlington in the west to Pickering in the east, a distance of 75 miles.

In terms of a challenge to men, the access line is a saga with the theme "one more river to cross." In other cities it was possible to locate the marshalling yards adjacent to a main line which gave ready access to other rail lines in the city. In Toronto, however, due to the radial pattern of existing lines into the centre of the city, it was necessary to create a massive new access line passing around the perimeter of the



This photo shows a car as it moved through a retarder where it was slowed sufficiently to coast to the right spot on a given track. Remote-controlled switches and computers assist in the operation.

city and cutting across all existing rail lines. It was one thing to draw a line on a map, and another to construct it across the rivers, creeks, roads and railways. The route of the access line cut across a multitude of rolling valleys that are typical of the topography of greater Toronto. Since heavy freight trains can't operate on grades used in highway construction, the hills and valleys had to be levelled off to a carefully pre-determined gradient for the line—a gradient that can accommodate the many — tonnage freight trains that will be operating in this new transportation corridor.

The countryside is deceptive from the top view. When actual grading began, CN engineers encountered many hidden construction problems, such as artesian wells and underground rivers. In some stretches of the line, complete sub-surface systems had to be installed in order to stabilize the soil.

The crossing of the Humber River was the highlight of the bridge engineer's art. It was not only necessary to cross this wide scenic valley, but also to bridge a road and another rail line on the east side of the river. The whole landscape had to be changed, buttressed as it were, to make each side of the valley strong supports for the bridge. It required giant giraffe cranes, pinpoint engineering accuracy, and the bare hands of men to put the bridge together.

At first, the access-line was like a raw wound cutting across the 37 miles of new territory from Dunbarton to where it linked up with the 38 miles of "old" Brampton and Milton subdivisions, a section which was completely rebuilt to provide the necessary high standard to accommodate today's long fast trains.

In all, the building of the access line was a job requiring everything from engineering finesse to the brute force of heavy construction equipment.

Development of Vaughan Acres, the 600-acre industrial park east of CN's Toronto Yard, has changed the character of the township from primarily rural into a major industrial-commercial-residential area.

CN owns 250 acres of the park. The remaining acreage is owned by Vaughan Township itself and by Rivermede Developments Limited.

CN is actively promoting the industrial development potential of the area in close co-operation with the township and Rivermede Developments. To date, eight firms have located or purchased property in the area which has been zoned for "showcase" industrial development.

Fifteen-hundred CN employes will work in the new terminal yard. With an annual payroll of $7½ million for the employes alone, the Toronto Yard will, in the next decade, contribute over $70,000,000 to the consumer purchasing power of the area.

Employment Upswing Continues As Seven Major Areas Show Marked Improvement

Continued reduction in the Nation's unemployment and accompanying improvement in employment in most sections of the country is reflected in a report issued by the Labor Department's Bureau of Employment Security.

Seven major manpower centers, led by South Bend, Ind., were reclassified recently to categories denoting lower unemployment in the Bureau's monthly report "Area Trends in Employment and Unemployment."

Other major areas having lower unemployment include: Wilmington, Del., Fall River, Mass., Minneapolis-St. Paul, Minn., Utica-Rome, N.Y., Canton and Youngstown-Warren, Ohio.

The reclassification raised the number of major areas listed as having relatively low or moderate unemployment to 129, as compared with 113 in June of last year. The changes also caused a corresponding reduction in the number of major areas now listed as having substantial unemployment to 21, as compared with 37 a year ago. This was the lowest number of major areas with substantial unemployment since May, 1957. The all-time high of 101 was reached in the Spring of 1961.

The classifications are based on surveys of local employment conditions in 150 major labor areas.

Union Carbide Names New Manager of Railroad Sales

Joseph I. Gervais has been named San Francisco manager of railroad sales by Union Carbide Corporation's Linde Division.

In his new position, Gervais will be responsible for the company's railroad department activities west of Omaha, Nebraska, from the Canadian border to Mexico.

Gervais joined the Linde Division in 1952.

JULY, 1965

THE ERROR ON OUR COVER

There was a glaring error on the cover of the July issue of The Signalman's Journal. Our cover headline claimed that "Signalmen Gain Union Shop on L. & H. Railroad."

Of course, after reading the article which appeared on page 169, we know that the Union Shop Agreement was signed with the Louisville & Nashville Railroad and should have been shown on the front cover as "L & N."

We feel that the official publication of The Brotherhood of Railroad Signalmen should be kept free of errors, however, we are human and we deal with humans in publishing our Journal. We have heard that it is human to err, but, we who prepare and publish your Journal feel strongly about our errors and offer our sincere apologies.

E. L. Abbott
Editor

Changes Sought in Railway Labor Act

RAILROAD UNIONS ARE seeking major changes in the Railway Labor Act to correct glaring injustices long suffered by workers in the industry.

Testifying for the changes before the House Interstate Commerce Commission recently were President Harold C. Crotty of the Maintenance of Way; A. H. Chesser, legislative representative of the Trainmen; and B of RS President Jesse Clark who appeared as a witness in rebuttal to the testimony of the carriers as presented by J. E. Wolfe.

Both Crotty and Chesser, in direct testimony endorsed HR 701 and HR 704 and told the Committee that much could be accomplished in correcting the inequities by speedy enactment of the bills.

• HR 701 which seeks to amend the Railway Labor Act to provide for establishment of special adjustment boards to resolve disputes otherwise referrable to National Railroad Adjustment Board, where a tremendous backlog of cases exist.

• HR 704 which proposes to amend the RLA to make all awards of NRAB—including money awards —final and binding.

The two measures providing for the much needed RLA changes were introduced by Rep. John Bell Williams (D-Miss.), a member of the subcommittee hearing the testimony.

In his statement to the subcommittee, Congressman Williams pointed out that there is such a huge backlog of cases that a "rail" is forced to wait for years before receiving a decision on his case.

If the award is one ordering the payment of money, he said, the railroad may refuse to comply and the rail worker must try his case all over again in the courts.

Congressman Williams said enactment of HR 701 and HR 704 not only would "erase the present inequities and dispense with the huge backlog of cases that now exists, but it will also save the federal government thousands of dollars."

He said his research has revealed that NRAB "has failed to function adequately as intended. This is especially true on the First and Third Divisions of the Board." Railway Labor Executives' Association witness Crotty pointed out that HR 704 would correct a situation in which workers are kept in a strait-jacket unable to secure enforcement of rulings in their favor handed down by the NRAB and unable to strike in disputes.

These disputes involve such basic issues as seniority rights, proper rates of pay, unjust dismissal, improper work assignment "and other contract violations."

Crotty stressed that "rail workers are foreclosed from resort to strikes or economic pressures to enforce their grievances or contract claims." He said that "they may not initiate suits to enforce bargaining agreements but must submit their claims solely to the Board."

He added that resentment among workers has risen as the Adjustment Board has hurt rather than helped to settle disputes. Crotty said that HR 704 would eliminate a "loophole" whereby an Adjustment Board finding containing a "money award" to an employe is not final and binding. All awards would become final.

Chesser pointed out that the main source of trouble is the refusal of management—on the properties and at the Division level — to accept awards as precedent in subsequent cases unless they tend to deny a given claim.

Streamlining Urged to Speed Processing of Claims

"Another basic cause for the showdown and resultant backlog," Chesser added, "is the attitude of the management towards the assignment of referees to break deadlocks.

"They have taken the position that since the Act provides for appointment of referees, they are entitled to have referees in every case if they so desire. Where the question is discussed in our exhibits, you will find the carrier members force virtually every case to a referee unless the labor members agree to a denial or dismissal of the claim."

Rank and file members of the organizations need enactment of HR 701 so decisions can be obtained "before our members retire on old-age pensions or die."

Turning to HR 704, which would make all awards of NRAB, including money awards, final and binding, Chesser said the bill should be

approved "in the first instance purely as a matter of simple justice, thereby correcting an inequity which has done the men grave wrong since the earliest days."

He called attention to the obvious inequity under existing provisions of RLA.

"Where we have a claim sustained requiring the payment of money and the carrier refuses to comply," he asserted, "we have a choice of foregoing the fruits of the victory or filing an enforcement suit under Section 3, First (p). There would be no harm to us under the law if the carriers did not avail themselves of the opportunity to get a second shot at beating the case. But they do."

Chesser said solution of the problem stands with passage of HR 704 making all NRAB awards final and binding.

"This," he declared, "will carry out the intent of the Congress in the first instance — permitting railroad men to have railroad problems decided by a railroad tribunal composed of men with practical railroad backgrounds who know the language, the operating conditions and problems, and who have adequate precedential authorities for their guidance."

President Jesse Clark, in reply to a carrier proposal that both sides in a dispute should have the right to judicial review, pointed out that superficially it might appear that the proposal would place both parties on an equal basis and eliminate an existing inequity. But, he added, "the proposal would aggravate the present failure of the Board to achieve the objectives for which it was created.

"The Adjustment Board was intended to provide an inexpensive, uncomplicated and speedy method of handling and disposing of claims of employes. These objectives have been greatly frustrated by the judicially developed system of allowing carriers to have a complete review in the merits, in suits brought to enforce awards of the Board.

"In many instances," Clark pointed out, "claims resulting in favorable awards are abandoned by the employes, in the face of carrier refusal to comply, rather than to undertake the burden of protracted litigation. The individual employes, and often the smaller labor organizations, simply do not have the financial means to litigate these matters through the Federal court system."

"The carriers' testimony before this Committee has also strongly endorsed the objective of uniformity of interpretation of collective bargaining agreements throughout the industry," Clark said.

"This objective would be completely defeated by submitting questions of interpretation of these agreements, for ultimate decision, not to one Board of experts, but to many Federal judges throughout the land. I think it is overwhelmingly apparent that the suggestions of the carriers not only would fail to remedy the inequities and inadequacies of the statutory grievance machinery which have developed as a result of judicial interpretation of the present Railway Labor Act, but would in fact aggravate those failings.

"If the objectives of speedy, fair, and simplified handling and settlement of contract claims and grievances in this industry are to be achieved," Clark emphasized, "it will be done by reducing to a minimum, rather than by expanding, the role of the courts in the field."

WABCO Buys Goodman's Mining Machine Business

A. King McCord, president, Westinghouse Air Brake Company and Howard Goodman, chairman, Goodman Manufacturing Company, announced that an agreement has been entered into for Westinghouse Air Brake to acquire Goodman's Mining and Rock Crushing Machinery and Industrial Manufacturing business. The agreement is subject to the approval of Goodman shareholders.

The purchase price, which will be paid in cash, will approximate $9½ million subject to audit and certain other adjustments.

Westinghouse Air Brake proposes to operate the acquired business as a separate division with present Goodman personnel.

Moore Associates offers two 4-page catalogs providing description and specifications of the more frequently specified Enclosures and Display Panels available for its MARC alarm, control and telemetering systems. Enclosure catalog 6505A includes housings for both interior and exterior installation. Catalog 6503A includes encoder and decoder display units, plus a variety of specialized displays and the necessary supporting devices . . . Moore Associates, Inc., 893 American Street, San Carlos, California 94070.

Equipment Ordered to Expand C.T.C. Systems On Southern Railway

The Southern Railway System has ordered Type K2 cTc equipment from General Railway Signal Company, a unit of General Signal Corporation, to further expand two of their CTC installations.

The Southern's Charlotte Division installation, now being expanded between Worley, South Carolina and Arlington, North Carolina, will receive another extension to Salisbury, North Carolina. Control of some 26 miles of single track, 44 miles of double track, plus 13 locations, will be added to the existing machine at Greenville, South Carolina.

Southern's existing installation from Berwin to Brice, Georgia will add Type K2 CTC equipment to a 9 mile single-track spur line between Forrestville and Krannert Junction, Georgia. Control will be via microwave carrier to the converter location at Forrestville. An existing controlled automatic interlocking at "K" tower, between Atlanta Junction and Forrestville, will be included under the CTC extension. The existing control machine at Atlanta, Georgia will be expanded to handle this new facility.

Tentative Agreement for Purchase of Mississippi Central R.R. by I.C.

The Illinois Central Railroad has verified that a tentative agreement has been reached on its offer of $2 million for the purchase of the assets of the Mississippi Central Railroad. Wayne A. Johnson, president of the Illinois Central, announced recently that if its offer is accepted and a number of legal matters cleared.

If the Interstate Commerce Commission gives its approval, the Mississippi Central will be dissolved as a company. The Illinois Central will then integrate the physical properties of that railroad into its own operations in Mississippi.

The Mississippi Central operates a 149-mile main line from Natchez on the Mississippi River east to Hattiesburg, Miss. The railroad's basic traffic is timber and pulpwood. In addition to interchanging traffic with the Illinois Central at both Natchez and Hattiesburg, the Mississippi Central also crosses the Illinois Central at Roxie, Brookhaven and Silver Creek, Miss.

Barkan Urges COPE Dollars Now To Re-Elect Liberals in 1966

NATIONAL COPE DIRECTOR Alexander E. Barkan this week urged union members to "give a dollar to COPE now to help re-elect our friends in Congress next year who have gone down the line for Great Society programs."

Barkan said, "On roll call after roll call on key issues, the men and women union members' dollars helped elect to Congress in 1964 have voted for the welfare of working people and for progress for the nation."

He cited the vote on medicare in the House of Representatives as a prime example of how the COPE Dollar helps lead to liberal legislation.

"Last year, we were able to elect 51 new liberals to the House. Medicare passed the House by only 48 votes. It doesn't take a slide rule to figure out that without the men and women our votes and dollars helped elect we wouldn't have medicare."

An even closer vote, he pointed out, came on an attempt to kill President Johnson's proposal for rent subsidies in his housing program. The effort to scuttle this section of the bill was defeated by only six votes.

"The dramatic evidence that the dollars union members gave to COPE last year are paying off can be seen on Page One almost every day," Barkan said. "Time after time, the friends we supported have come through with votes for progressive laws: medicare, public works, voting rights, aid to education, the Appalachia program, air and water pollution control, expanded social security benefits and others."

The COPE Director warned that many of the liberal congressmen voting for these programs "will be vulnerable next year and will need all the help working people can give them."

Many of them, he explained, "were elected from normally conservative districts, with a big boost from President Johnson's huge plurality. There will be no presidential coat-tails next year, and most of the first-term liberals will have hard fights to stay in office."

He pointed out there is traditionally a "giant swing away from the party in control of the White House in off-year congressional elections."

As examples, he cited Franklin Roosevelt's loss of 71 seats in the House in 1938 only two years after his landslide victory over Alfred Landon, and Dwight Eisenhower's loss of 47 House seats in 1958 just two years after his overwhelming presidential victory. "Any such cuts in liberal strength next year will endanger Great Society programs and stall progress," Barkan said.

Union members, he said, "can help avert such losses and help maintain the momentum toward the Great Society by giving a dollar to COPE now to help re-elect our proven friends next year."

Federal-State Employment System Helps "Match Men and Jobs"

In his annual Manpower Report to Congress, President Johnson put stress on the "need to match men and jobs."

"As we open up new demand and opportunity for work," President Johnson said, "We must be able to respond by having workers move into such jobs without delay—so that we can move on to full employment without inflation."

One important man-job matcher is the Federal-State employment service system. Its operations brings jobs to workers and workers to jobs, both locally and across the nation.

Last year, nearly 10.8 million new applications for work were filed by jobseekers at 1,900 local employment offices. Altogether, about 6.3 million non-agricultural placements were made, and farm placement during the year totaled over 7.1 million.

While the final objective is the placement of the worker in an appropriate job, in many cases this is to be the last step in a long process designed to increase employability.

During the last year, over 76,000 screening interviews were held with prospective trainees, a quarter of a million counseling sessions were conducted, about 126,000 aptitude and proficiency tests were given, and 134,000 unemployed and underemployed workers were referred to training courses.

For the younger person, the public employment service provides special help. During the past year, 3.7 million young people under 22 years of age came to local offices for help. In addition, employment office personnel counseled and tested seniors in almost 11,000 high schools —about half of those in the country, about 25 percent of whom required employment counselling.

During the summer of 1964, a speed-up program (Project CAUSE) was set up to train about 2,000 counselor aids and youth advisors in various universities throughout the country in order to develop a supply of trained personnel for State agencies.

Some of these counsellors now work at the Youth Opportunity Centers throughout the country which currently provide specialized job market services to youths.

In a memorandum accompanying the Annual Manpower Report to the Congress, President Johnson said that "employment services must be improved to strengthen national ability to adapt to changing manpower needs." The President recommended increases in the budget to strengthen the present Federal-State employment service system's ability to provide information, counseling, recruiting, placement and other assistance required for more effective bringing together of workers and employers.

not yet retired participate in the health insurance programs?

They can obtain information about participating at any Railroad Retirement Board office beginning September 1, 1965. Proof of age will be required along with an application.

Is there a time limit for enrolling in the helath insurance programs?

There are time limits for enrolling in the medical insurance plan, but not for joining the hospital insurance plan. Persons born before January 2, 1901, can enroll in the medical insurance plan in an initial enrollment period running from September 1, 1965, through March 31, 1966. For persons born after January 1, 1901, there is a 7-month initial enrollment period that begins 3 months before the month in which the individual attains age 65.

If an individual does not join in his initial enrollment period, can he enroll at a later date?

There will be other enrollment periods; however, a person cannot enroll more than 3 years after the end of the first period in which he could have enrolled. Those who join in a later period will be charged higher premiums and will have a longer wait before coverage begins than if they had enrolled in the initial period.

When will employes begin to pay hospital insurance taxes?

Employe and employer contributions to support the hospital insurance program will begin in 1966. The tax rate for each is scheduled to rise gradually from 0.35 percent in that year to 0.8 percent in 1987 and later years.

Where is more information about health insurance benefits available?

Persons who are receiving railroad retirement benefits will receive literature in the mail describing the new programs. Beneficiaries are asked not to write to the Railroad Retirement Board at this time about the health insurance programs. Persons who have not yet retired can obtain information about the health insurance benefits at any Railroad Retirement Board office beginning September 1, 1965.

Did the legislation make any other changes that will affect persons covered by the railroad retirement system?

Yes. Many, but not all, persons on the Railroad Retirement Board's rolls will receive higher railroad retirement benefits as a result of the amendments. A large number of other persons on the Board's rolls will receive increases in social security benefits to which they are simultaneously entitled, and some beneficiaries will receive increases in both types of benefits. The amendments also liberalized the conditions for the payment of benefits to the survivors of railroad employes and, in effect, established a new railroad retirement tax schedule.

Which railroad retirement beneficiaries will receive increases in their annuities?

Most survivors of deceased employes and a majority of the wives of retired employes will receive higher annuities. The higher wives' annuities will reflect a change in the maximum amount that can be paid to the wife of a retired employe. The limit has been raised from $69.90 to $74.80 a month and will go up again in the future. The other increases, some of which will go to retired employes and wives, will be based on a special guaranty in the Railroad Retirement Act. This guaranty assures railroad employes and their families that their monthly benefits will not be less than 110 percent of the amount, or of the additional amount, they would receive if railroad work had been covered by the social security system.

Not all wives will receive an increase because a wife's annuity still cannot be more than one-half of her husband's annuity. Other beneficiaries whose annuities will not be raised are already receiving higher benefits under the regular railroad retirement formulas than the special guaranty provides.

How much will the railroad retirement annuities described in question 12 be increased and when will the new rates go into effect?

The increases will generally range up to 7 percent. The new rates will be retroactive to January 1965. The Board will make these adjustments as early as possible, in most cases, in the September 1, 1965, check.

Will a person who is entitled to a higher annuity have to apply for the increase?

No. Unless a beneficiary is asked to furnish special information, the

ADLAI E. STEVENSON

1900—1965

"Behind the grief of great loss there is the stimulus to assume the increased responsibility to go on. The whole lesson of history is its essential continuity. It is the fullest recognition and memorializing of those who have departed that those who remain feel no despair —for otherwise the task was not fully done."

adjustment in the annuity he is receiving from the Board will be made automatically.

How have the conditions for the payment of survivor annuities been liberalized?

Under the amended law, most survivors who now lose benefits because of work will either receive their benefits in full or will have smaller amounts deducted from their benefits. A survivor beneficiary who is under age 72 will lose only $1 in benefits for each $2 he earns between $1,500 and $2,700 in a year. For each $1 he earns in excess of $2,700, he may lost $1 in benefits. Previously, the reductions began when earnings exceeded $1,200 a year, and dollar-for-dollar deductions began at $1,700.

A survivor annuitant will not lose benefits for months in which he earned $125 or less in nonrailroad work or, if he is self-employed, for months in which he did not perform substantial work. The new rules will be effective in 1966.

What are the new railroad retirement tax rates?

The retirement tax rate for railroad employes will go up to 8.35 percent in 1966. It is scheduled to rise to 9.35 percent by 1973. (Under the old law, the rates would have ranged from 8.625 percent in 1966 to 9.125 percent in 1968 and later years.) In addition to retirement taxes, railroad employes will pay the hospital insurance taxes described in the answer to question 9. The employe's total tax rate for 1966 will therefore be 8.7 percent. As before, railroad employers will match employe contributions.

What effect will the legislation have on the financial condition of the railroad retirement system?

The legislation will increase both the income and outgo of the system. However, the additional outgo will, over the long run, be greater than the additional income. As a result, the actuarial deficiency will be increased. It is reasonable to expect that steps will be taken to bring the system back to a condition of near actuarial soundness.

I.C. Restores 'Mississippi' To Original Appearance

Restoration of one of America's oldest locomotives to its original appearance of 131 years ago has just been completed by the Illinois Central Railroad. The locomotive "Mississippi" was originally presented to the Chicago Museum of Science and Industry in 1938 by the Illinois Central where it has been on permanent exhibit since.

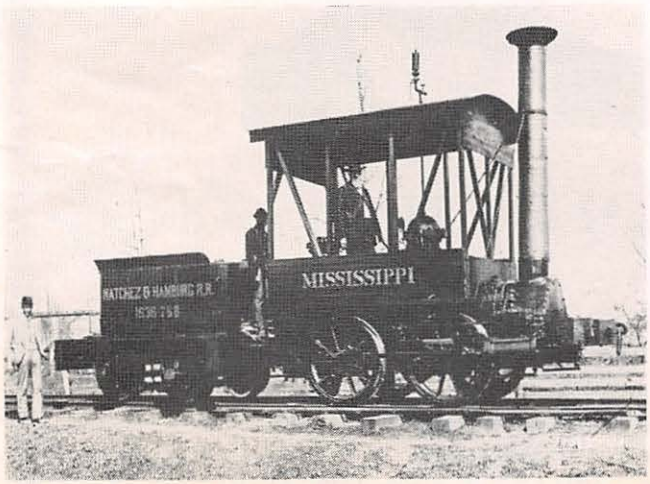
The restoration entailed the removal of a cab and inclosed tender which were added after the engine was manufactured. Re-installed were the original-type fuel wood rack and water barrel on a flatcar style tender with a railing inclosure. The completed exhibit includes a tape-recorded narration telling the story of the "Mississippi." This account may be heard over any of four telephone handsets installed at the exhibit.

The "Mississippi" had been in service over a quarter of a century when it served under two flags in the Civil War battle of Vicksburg, and was over one hundred years old when it came to rest in the museum.

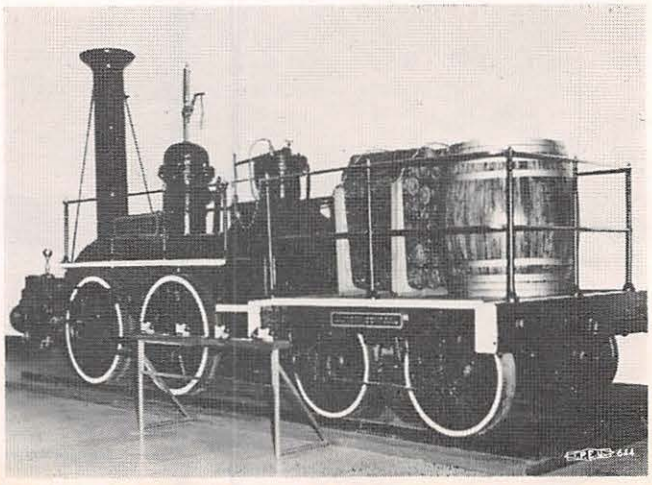
The "Mississippi" was built in England in 1834 and shipped to Natchez, Miss., where it was in operation on a short line out of Natchez as the first locomotive to run in the State of Mississippi. It had a crew of three; engineer, fireman and wood chopper.

The "Mississippi" saw its most dramatic service in the early 1860's when it was used to transport soldiers, cannon and other supplies of the Confederate Army during the Union Army's siege of Vicksburg. At one point the locomotive was very nearly captured by a Union Infantry raiding party. During the siege, it was bombarded from the Mississippi River by Union warships. Following the capture of Vicksburg, the "Mississippi" operated under another flag when it was put to work in the service of the Union Army.

Having ended its first career of more than a half-century of working operation, the "Mississippi" began its second career as a special exhibit at World's Fairs, museums and special events by making the longest run of its existence. Although it had never operated on a line more than 20 miles long, the "Mississippi" ran under its own power more than 800 miles over the Illinois Central to Chicago to appear along with other famous locomotives in the Transportation Building of the World's Fair of 1893. Following this exhibition it was used for 40 years as a touring exhibit by the Illinois Central, after which it was given to the museum in 1938.



The "Mississippi" built in 1834, as it looked before being restored to its original appearance. The locomotive has been on permanent exhibit at the Chicago Museum of Science and Industry since 1938.



The "Mississippi" one of America's oldest locomotives, has been restored to its original appearance of 131 years ago by the Illinois Central Railroad. The engine, as restored, is now on permanent exhibition.

Decisions Rendered Under The Federal Employers' Liability Act

Railroad Parking Lot: An employe was injured when he slipped on snow and ice that existed on a path from a parking area to the railroad shops. The court held that there was a duty on the part of the railroad to maintain the lot, even though it was only a parcel of vacant land on which there had grown a custom for railroad employes to use as a parking lot. The fact that the railroad knew its empolyes used the lot was more important than the fact that the railroad did not own the land.

Lung Disease: Recent cases have upheld the right of recovery where the illness contracted has been a lung disease. Courts have recognized that such illness can be caused by the railroad's negligence in the maintenance of shop conditions.

For example, the facts on which negligence was based in one case were that the employe, a blacksmith, was required in the course of his work to remove steel springs from an extremely hot furnace and quench them in a large tank filled with cool oil. Medical evidence indicated that the inhaling of the contaminated air caused the lung condition. The court held that it was an injury under the F.E.L.A.

Setting Aside a Release: An employe was injured when a heave piston assembly fell and struck him on the back. The railroad's claim agent paid him $15.00 for a day's loss in wages and the employe signed a full release. It later developed that he was suffering from a ruptured disc. The employe filed suit and the railroad used the release as a defense. The Court set the release aside, stating that when the employe accepted a settlement and signed the release he did not know his back was seriously and permanently injured, and so he should not be prejudiced by a mistake of fact.

Violation of the Safety Appliance Act: A recent case presents a good example of a violation of the Safety Appliance Act on the part of the railroad. A switchman had ridden a boxcar into a siding and applied the handbrake sufficiently to stop the car from rolling. Before he had completed tying down the handbrake, however, the handbrake, because of defect, spun loose causing the employe to be thrown to the ground. Proof that the handbrake was defective, and as a result of which the employe was injured, was sufficient to hold the railroad liable for the injury.

Statute of Limitations: In 1957 an employe filed a lawsuit to recover damages for an industrial disease contracted in 1952. The railroad asked that the action be dismissed because it was filed more than three years after the date the disease was discovered. There was evidence that the railroad's claim agent told the employe that he had seven years in which to file a lawsuit.

The court held that the action could be maintained. Since the railroad had misled the employe intentionally and fraudulently, it could not take advantage of that wrong.

Safety Regulations for Track Cars

The Interstate Commerce Commission recently issued an order adapting the Safety Appliance Standards to track motorcars and pushcars.

The Commission generally adopted the recommendations of Hearing Examiner Henry J. Vinskey as presented to the Commission on February 10.

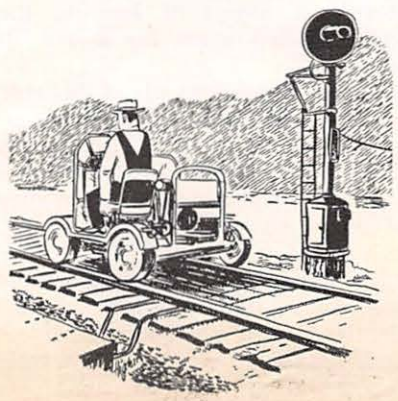
Requirements for handholds and sill steps had generally been agreed to by the Commission, the Brotherhoods, and the Carriers; however, there were three main contested issues in the case. They involved:

- Hand brakes for pushcars.
- Automatic couplers.
- Power brakes for track motorcars and pushcars.

The Commission holds that hand brakes are required on motorcars and are required on pushcars which are used to transport personnel. It appears to be the opinion of the Commission that power brakes and automatic couplers are not required for motorcars or pushcars.

The Brotherhoods generally supported the position of the I.C.C. Bureau of Safety and Service that the safety appliance acts and a subsequent Supreme Court opinion in a case involving the Baltimore and Ohio Railroad Co., required automatic couplers and power brakes on the track equipment.

The Commission has now decided that the evidence presented in recent hearings did not support the promulgation of standards requiring power brakes and automatic couplers.



The Supreme Court in the B&O vs. Jackson case held that track motorcars and pushcars are subject to the requirements of the Safety Appliance Act.

The I.C.C., on its own motion, instituted proceedings to amend the Act to give effect to the holdings of the Supreme Court and further ordered that a new section "Operation of Track Motor Cars" be added.

After extensive hearings on the subject the report of the Examiner was filed. The Examiner held that hand brakes should be required for push cars but that automatic couplers and power brakes should not be required on the cars.

Exceptions to the Examiner's report was filed by the Railway Labor Executives' Association on March 11, 1965 in which it was

pointed out that the Examiner failed:

- to include a definition for push cars in the proposed standards.
- to include any requirement for couplers for push cars in the proposed standards.
- to include a requirement for automatic couplers for track motorcars and pushcars.
- to include a requirement for power brakes.

It was also pointed out in the objections that it had been found that motorcars may not lawfully be used to pull or haul trailers, push trucks, hand cars, or other similar cars or equipment, unless equipped in accordance with the Safety Appliance Acts.

The railroad industry also filed objections to the recommended report appealing from the Examiner's requirement that hand brakes be installed on pushcars.

It was also interesting to note at that time that exceptions were also filed on behalf of a manufacturer of automatic couplers who requested that proceedings be reopened for the reception of evidence relating to the couplers. He indicated that these couplers are used by some 30 railroads in the United States.

Since the manufacturer was not a party to the proceedings it was the decision of the I.C.C. that his exceptions and petition could not be filed.

Further documents were filed by all parties for consideration by the I.C.C. and on May 20 Division 3, Commissioners Tuggle, Walrath, and Goff approved the report and order which was served on June 8, 1965.

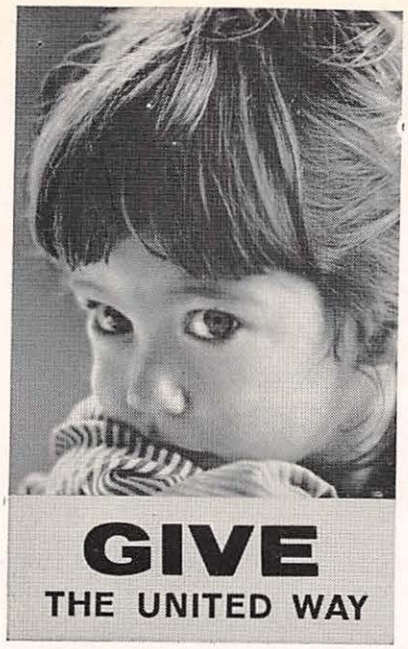
Addition To United States Safety Appliance Standards

No. 32248
Order

At a Session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C. this 20th day of May A.D. 1965.

It appearing, That notice of proposed rule making was issued in the above-entitled proceeding on August 17, 1957 (22 F. R. 6623), pursuant to Section 4(a) of the Administrative Procedure Act (5 U.S.C. 1003), for the purpose of giving effect to the holding of the Supreme Court of the United States in *The Baltimore and Ohio Railroad Company* v. *Daniel T. Jackson,* (353 U.S. 325 decided May 13, 1957);

It further appearing, That hearing on the matter and things has been held;



And it further appearing, That the Division has, on the date hereof, made and filed its report in this proceeding containing its findings of fact and conclusions thereon, which said report is hereby referred to and made a part hereof; and good cause appearing therefor:

It is ordered, That 49 CFR Part 131, be, and the same is hereby, amended, effective January 1, 1967 by adding thereto two new sections, Section 131.25, Track Motor Cars (Self-Propelled 4 Wheel Cars Which Can Be Removed From The Rails By Men) and Section 131.26 Push Cars, reading as follows:

Sec. 131.25 TRACK MOTOR CARS (SELF-PROPELLED 4 WHEEL CARS WHICH CAN BE REMOVED FROM THE RAILS BY MEN)

(a) **Hand Brakes** (includes foot operated brake) — Each track motor car shall be equipped with an efficient hand brake so located that it can be safely operated while the car is in motion. Each hand brake shall be equipped with a ratchet or other suitable device which will provide a means of keeping the brake applied when car is not in motion.

Note: The requirements of this rule will be satisfied if the ratchet or other suitable device operates in connection with at least one hand brake on track motor cars that may be equipped with more than one such brake.

(b) **Handholds** — One or more safe and suitable handholds conviently located shall be provided. Each handhold shall be securely fastened to car.

(c) **Sill steps or footboards** — Each track motor car shall be equipped with safe and suitable sill steps or footboards conveniently located and securely fastened to car when bed or deck of track motor car is more than 24 inches above top of rail.

(d) **Couplers** — When used to haul other cars, each track motor car shall be equipped with a coupler at each end where such cars are coupled (a) which provides a safe and secure attachment, (b) which can be coupled or uncoupled without the necessity of men going between the ends of the cars.

Sec. 131.26 PUSHCARS.

a) **Hand Brakes** — When used to transport persons, each push car shall be equipped with an efficient hand brake so located that it can be safely operated while the car is in motion.

(b) **Handholds** (includes handles) — Each push car shall be provided with one or more secure handholds. When used to transport persons, each push car shall be provided with one or more safe and suitable handholds conveniently located above the top of the bed of each push car.

(c) **Sill Steps or Footboards** — When used to transport persons, each push car shall be equipped with safe and suitable sill steps or footboards conveniently located and securely fastened to car, when bed or deck of push car is more than 24 inches above top of rail.

(d) **Couplers** — When moved together with other vehicles, each push car shall be equipped with a coupler at each end where such vehicles are coupled (a) which provides a safe and secure attachment, and (b) which can be coupled or uncoupled without the necessity of men going between the ends of the cars.

Note: Sections 131.25 and 131.26 are applicable only when the vehicles governed thereby are coupled together and moved together.

Authority: (Section 25, 41 Stat. 498, as amended; 49 U.S.C. 26. Sections 2, 3, 36 Stat. 298; 45 U.S.C. 11, 12. Interpret or apply sections 4, 6, 27 Stat. 531, 532; 45 U.S.C. 4, 6. Section 1, 32 Stat. 943; 45 U.S.C. 8. Section 4, 36 Stat. 299, as amended; 45 U.S.C. 13.)

Notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

news from Canada

Manpower Mobility Program

New program will provide loans for jobless persons who have firm job offer at place beyond commuting distance from home; outright grants, resettlement allowances for other categories.

Plans to establish a new Manpower Mobility Program were announced simultaneously last month be Prime Minister Pearson in the House of Commons and by the Minister of Labour, Hon. Allan J. MacEachen, at a meeting of the Canadian Federation of Mayors and Municipalities, held in Windsor, Ont.

The Prime Minister, according to **Labour Gazette,** gave the House an outline of the main features of the plan and the Minister of Labour explained it in more detail.

Mr. Pearson said the new program would provide loans for anyone who was without work, but for whom a job was open beyond commuting distance from his home. It would also offer outright mobility grants to persons who had been unemployed for four of the previous six months, or who could not get a job locally after completing a training course.

The loans would apply to the cost of moving and resettling in a new home, the Prime Minister said, and would cover the actual cost of moving the family and the household effects; in addition, there would be a resettlement allowance of as much as $1,000 for a family. For a single person, the maximum would be $100 plus the cost of transport. The repayment period would normally be not more than two years.

The grant, for a single person, would be limited to actual transportation expenses; but for a family, it would include also an allowance for moving of household effects, together with a resettlement grant of as much as $400 for a childless couple, and as much as $1,000 for a family in which there were six or more dependents.

Mr. Pearson said that for the purposes of the program, Parliament would be asked to approve, in Department of Labour estimates, a $5,000,000 revolving fund for loans, and a $5,000,000 appropriation for the cost of grants in this fiscal year.

The Minister of Labour, in his address in Windsor, said that the program would apply to:

- Unemployed workers whose prospects of finding steady, full-time employment suitable to their qualifications in their own locality are unfavourable.
- Employed workers facing imminent layoff of a permanent nature, whose prospects of finding steady full-time employment, within commuting distance, are unfavourable.
- Previously unemployed workers who, on their own initiative, have moved to employment approved by the National Employment Service and in another locality, and who require help in moving their families and household effects.

Loans, the Minister said, would be made to persons in these categories who qualified and who had been placed by the NRS in jobs in the new locality.

The resettlement allowance would be graduated according to the number of dependents. The maximum will be $200 for the worker, $200 for his spouse, and $100 for each dependent, up to a maximum allowance of $1,000.

Grants, rather than loans, Mr. MacEachen said, would be given to the following three categories of workers to cover the cost of moving, plus a resettlement allowance in the case of families:

- Those who have been unemployed for four or more months out of the last six.
- Those who have completed training courses or vocational rehabilitation and reestablishment programs.
- Key skilled workers now unemployed and required by firms receiving financial assistance under the Area Development Program, provided that no qualified workers are available in the district.

Broad Plan Directed to Permanent Employment

The program would also apply to certain other groups of workers, including "marginal" farmers who were able to get productive employment in another place but who otherwise would not qualify. Such groups would be eligible for loans or grants on the recommendation of the Minister of Labour.

Care would be taken, Mr. MacEachen said, to ensure that financial help under the Manpower Mobility Program was provided to workers whose new employment was reasonably permanent, and in a territory where additional workers of that kind were needed.

The program would be administered by the National Employment Service and would be started as soon as the necessary arrangements could be made, the Minister said.

The Minister pointed out that there were sound economic reasons for trying to increase labour mobility. "Improved labour mobility is one way of reducing labour shortages."

A short, two-color catalog, 6501A, has been released by Moore Associates, manufacturers of remote control, alarm and status monitoring, and telemetering systems, describing the new MARC AN/PD II, Analog Voltage to Time Duration Converter. Printed and graphic material is in sufficient detail to permit ordering direct from catalog . . . Moore Associates, Inc., 893 American Street, San Carlos, California 94070.

It is important that all employes upon being furloughed (whether protected under the February 7, 1965 Agreement or not) register their name and address and availability for work under Rule 32, since failure to do so may result in the loss of paid holidays or other benefits.

J. Somosky of the Pittsburgh West End retired from service June 30 and J. Robinson of the Pittsburgh East End retired July 30. They have long been members of our Brotherhood and we wish them a long and happy retirement.

We extend a welcome to Nelson Shaffer of Adrian, Pa. Nelson was recently employed on the Buffalo Division.

All of our members should note that the address of C. B. Bruno, vice chairman, Western Lines, has been changed from 926 Adams Ave. to 1214 Dolphin St., Chillicothe, Ohio.

Monongah Division. R. E. McDaniel is still off duty due to illness. L. Reed, maintainer Ohio River Sub at Parkersburg is off duty due to severe injuries incurred recently when his toes were cut in a power mower.

L. Hanlon Jr. has been awarded the maintainer's position at Parkersburg, W. Va. Brother M. D. Jewell retired.

DALE LEONARD

The deadline for all Journal copy is the 10th of the month preceding month of publication. All official matter and communications, to be printed, must be received by the editor on or before this date. All correspondence should be addressed to the Editor and Manager, E. L. Abbott, 2247 Lawrence Avenue, Chicago, Illinois 60625.

Obituary

H. M. Tarkington, retired member of Local 122, Canadian Pacific Railway, passed away on July 2, 1965, one day short of his 72nd birthday.

Brother "Turk" started his service with the C.P.R. in September 1924 and worked in various positions in the signal department until his retirement on pension on August 1, 1958, at which time he was signal maintainer at Peterboro, Ontario.

The officers and members of Local 122 extend our deepest sympathy to his widow and other surviving members of his family. R. A. NERDEN

Gerrard Meyers, member of Local 165, Canadian National Railroad, drowned while swimming at Fort Erie, Ontario on May 31, 1965. He was 23.

Brother 'Jerry" was a leading signal mechanic at the time of his death.

He is survived by his widow and one daughter to whom the officers and members of Local 165 extend deepest sympathy. D. MAJURY

A. E. Ring, retired member of Local 122, Canadian Pacific Railway, passed away on June 1, 1965 in his 78th year.

Brother "Earl" started his service with the C.P.R. June 12, 1912 and worked in various positions in the signal department until his retirement on pension April 1, 1951. He was signal maintainer for many years at Woodbridge, Ontario, where he lived since his retirement.

The officers and members of Local 122 extend our deepest sympathy to his widow and other surviving members of his family. R. A. NERDEN

William S. Magoon, retired member of Local 120, Boston and Maine Railroad, passed away May 28, 1965. He was 91.

Brother Magoon was signal maintainer at Boston, Mass. at the time of his retirement November 30, 1940 after completing 48 years of service.

The officers and members of Local 120 extend deepest sympathy to the surviving members of his family. ED.

Martin F. Crow, retired member of Local 94, Baltimore & Ohio Railroad, passed away June 7. He was 86.

Brother "Pat" as he was known, began his career on the B&O in 1909 near Brunswick, Maryland and came to the Indianapolis Division in 1912. He was maintainer at Rushville for a number of years and, due to failing health, he worked for 15 years as a helper until his retirement in 1951.

The officers and members of Local 94 extend deepest sympathy to the surviving members of his family.

G. F. HAMMOND

James Redhead, retired member of Local 122, Canadian Pacific Railway, passed away on March 27, 1965 in his 78th year.

Brother "Jack" started his service on the C.P.R. in 1917 and worked in various positions in the signal department until his retirement on pension January 1, 1954, at which time he was signal maintainer at Agincourt, Ontario.

The officers and members of Local 122 extend our deepest sympathy to his widow and other surviving members of his family. R. A. NERDEN

Leonard Charles, retired member of Local 55, Wabash Railroad, passed away recently. He was 83.

Brother Charles was a charter member of the Local and was very instrumental in the start and growth of our Organization. He was a man who had a great zest for life which he displayed as he greeted others with a warm smile and a hearty handshake. He retired some ten years ago after many years of service with the Wabash. We are going to miss him greatly at our future picnics.

The officers and members of Local 55 extend deepest sympathy to the surviving members of his family. JFP

Andrew A. Wevgt, retired member of Local 102, Pennsylvania Railroad, passed away recently. He was 91.

Brother Wevat was foreman at Bordertown, New Jersey at the time of his retirement September 30, 1938 after completing more than 39 years of service.

The officers and members of Local 102 extend deepest sympathy to the surviving members of his family. ED.

George W. Nacke, retired member of Local 76, New York Central Railroad, passed away recently. He was 78.

Brother Nacke was leading signal maintainer at Harman, New York at the time of his retirement December 1, 1952 after completing more than 42 years of service.

The officers and members of Local 76 extend deepest sympathy to his widow and other surviving members of his family.

ED.

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago, Illinois 60625

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news from Canada

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The program would be administered by the National Employment Service and would be started as soon as the necessary arrangements could be made, the Minister said.

The Minister pointed out that there were sound economic reasons for trying to increase labour mobility. "Improved labour mobility is one way of reducing labour shortages."

A short, two-color catalog, 6501A, has been released by Moore Associates, manufacturers of remote control, alarm and status monitoring, and telemetering systems, describing the new MARC AN/PD II, Analog Voltage to Time Duration Converter. Printed and graphic material is in sufficient detail to permit ordering direct from catalog . . . Moore Associates, Inc., 893 American Street, San Carlos, California 94070.

C.L.C. President Praises Canadian Postal Workers

The following statement was issued today by Claude Jodoin, President of the Canadian Labour Congress:

"It is our view that the postal employes are showing good judgment in their decision to return to work. They are certainly deserving of praise and admiration for their determination to insist on a fair deal. The original Treasury Board decision falls far short of that and could not, under any circumstances, be accepted. Not only are postal workers underpaid but they have been subjected to bad working conditions for far too long.

"It is not surprising, under these circumstances, that a great many felt that they had reached the end of the road and a suspension of service had to be effected. This action has drawn the attention of the Canadian people and the government to the plight of these employees and their families and has resulted in unprecedented action in the appointment of a commissioner. This is the first time that an expression of protest has received this degree of recognition. Having accomplished this, the postal staff associations have decided that there is no point in continuing action which obviously interferes to a very serious degree with the affairs of individuals, commerce, and the country generally.

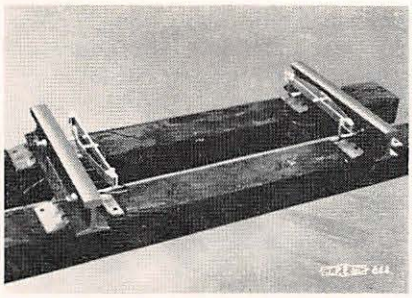
"The decision to return to work is, therefore, in our opinion, a demonstration of responsible leadership. The issue now rests with the Commissioner, Judge J. C. Anderson, and the government. Judge Anderson is a man of broad experience in labour-management matters. He has indicated that he is anxious to act with the least possible delay. It is to be hoped that he will be able to make a recommendation within a very few days and that his recommendation will recognize the justice of the postal workers' demands. It will then rest with the government to act on his recommendations and there is no reason why any delay should be experienced at this point.

"Events of the past few days have demonstrated the need for a proper collective bargaining procedure in the civil service. This is a matter that should receive high priority.

"The Canadian Labour Congress, to which the postal groups are affiliated, has been active in discussions seeking a solution to the dispute. The full resources of the Congress will remain at the disposal of the postal employes' organizations with a view to giving them the support of labour throughout Canada in their fight for a decent wage and good working conditions."

RACO Develops New Device to Detect Loose Wheels on Railroad Cars

A new loose wheel detector known as the RACO LWD-10 has just been announced by Harry Scott, President of RACO, 5 Tenakill Park, Cresskill, New Jersey.



Raco Loose Wheel Detector

While the unit may be installed as a separate installation, it is particularly ideal for application at existing hot bearing detector and dragging detector installations where the circuiting and telemetering can be used for transmitting loose wheel information without additional cost for transmission equipment. Unit installing is simple and fast.

When a wheel becomes loose on an axle of a railway car, the tendency is for the wheel to move inward toward the center of the track, the manufacturer explained, usually derailing the car and train.

Simple in design, the new RACO device has a sensing unit which detects wheel misalignment as it passes and triggers an indicating relay..

An illustrated, two-color manual entitled "Chargers and Charging for Lead-Acid and Nickel-Iron Batteries" has been published by Exide Industrial Marketing Division, The Electric Storage Battery Company, Philadelphia. The 32-page booklet examines, by means of text, charts, graphs and tables, the fundamental principles of battery charging, describes charging equipment and explains its operation and maintenance in all types of industrial applications.

The booklet can be obtained by requesting Bulletin 6783 from Exide Industrial Marketing Division, The Electric Storage Battery Company, Rising Sun and Adams Avenues, Philadelphia, Pa. 19120.

Manpower Advisory Units Named for Three Regions

Appointment of three new Regional Manpower Advisory Committees for the Great Plains, Middle Atlantic and New England States was announced by Secretary of Labor W. Willard Wirtz and Anthony J. Celebrezze, Secretary of Health, Education and Welfare.

The Committee will have headquarters in Kansas City, New York City, and Boston.

The new committees complete the list of eight such bodies for various sections of the country. They act in association with the National Manpower Advisory Committee under the Manpower Act.

Chairmen of the new ten-member committees are:

The Rev. Austin E. Miller, director of the Institute of Industrial Relations at Creighton University in Omaha, for the Great Plains states;

Henry H. Villard, chairman of the department of economics of City College, New York, for the Middle Atlantic;

John C. Donovan, professor of government at Bowdoin College, in Brunswick, Me., for New England.

A throw-away carrying handle is now being supplied with each Eveready CG-124 and CG-212 primary battery shipped by Union Carbide Corporation's Carbon Products Division.

MOST YOUNGSTERS HAVE A pure and simple objective in pursuing the finny gamesters. They fish for fishing's sake, not, necessarily, to catch the big one. They are usually content and thrilled to pieces, to yank out anything that wiggles—regardless of size or species.

A veteran angler who will attest to this philosophy is E. Roger Le Melle of Covina, California, member of Local 100, now retired after serving 42 years with Pacific Electric Railway Company.

The accompanying photo of Brother Le Melle and grandson, age 9, displaying the results of a half-day, deep-sea fishing junket out of Oxnard, California. Included in the catch are 9 Bonita—average weight at 6 pounds each—and 20 sea bass.

C. J. Roth of 724 Seventh Street, Fullerton, Pennsylvania, a member of Local 54, with 20 years unbroken service with the C. RR of N. J., Pennsylvania Division, has acquired a new hobby in recent years: "Rock Collecting." Says Brother Roth: "Since I rounded 60, I've become a 'rock hound.' In the last few years I've collected rocks and minerals along the railroad and I assure my fellow rock collectors in the Brotherhood that I pick up a nice specimen now and then. I'd be willing to trade with anyone: Jasper, Chirk and, most recently, the very rare Glockophane. I would particularly appreciate hearing from some Brother collectors in the Brotherhood from the western railroads."

Brother E. LeMelle and Grandson.

Lake fishermen, down on their luck, will do well to vary their technique. Here's a few suggestions along these lines:

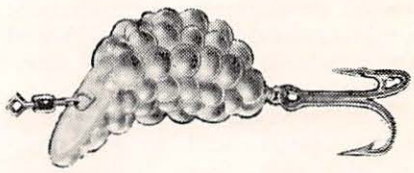
Troll in shaded areas for Surface Feeding Trout.

Try trolling a "free lure," that is, a lure attached to the line—say a spinner or wobbler with weight incorporated into the lure itself or a plug, trolled anywhere from 10 inches to 10 feet below the surface. You may have to use a few split shots for weight to get your plug down. If so, don't place it any closer than 18 inches from the hook or it will destroy the action of the plug. Troll, slowly, just fast enough to keep that lure moving—with provocative, rod-throbbing action.

Another technique I've found productive, when so-called traditional methods fail, is to troll along the shaded, lake-shore areas, very slowly, with nothing attached but a small, dark-patterned fly — say a dark caddis, a wooly worm or a black gnat, in sizes from No. 10 to 14. I've found this particular method works best in the early morning or late evening. To give lifelike action to the fly, occasionally give the rod's tip section a slight rabbit punch, this is to provoke the fly into short, jerky, insect-like hops on the lake surface. If there's any surface feeding trout in the area, believe me, you'll have a ball.

If all this fails, you might revert to the time-honored, watch-and-wait method. Because of water conditions in the lakes — namely temperatures, availability of food and oxygen, etc. — the fish may be congregated at certain depths. When you're still-fishing from a boat or bobber-fishing from the bank, experiment to find the depth at which the fish are cruising. If you locate that depth, stay with it for a spell.

Lures for trolling.



The "Fire Fish."

Another lesson, learned the hard way: when you're using those large-bladed lake trolls with bait trailing behind, use some sort of keep arrangement — either a plastic or metal keel or rig a dropper line with enough weight to keep the line from twisting.

Before storing your motor for any length of time, put in a mixture of oil, swish it around in tank, then let it stand until you intend to use it again. The mixture of oil will discourage rust from forming.

Send us a photo of a fishing or hunting scene, a good, clear snapshot will do, and a few words telling us what the photo is all about, and we will send you a pair of the illustrated lures. They are new and called "Fire Fish." Union members and members of their families as well as retired members are eligible.

Send your snapshot to: Fred Goetz, Dept. SJFF, 0216 S.W. Iowa, Portland, Oregon 97201. Please mention your Local number.

By SIDNEY MARGOLIUS, for The Signalman's Journal

Correspondence Courses Growing But Watch For Tricks

CORRESPONDENCE COURSES are one of the fastest-growing ways to get an education. They are used both by young people seeking to learn a trade or profession, and more mature workers who want to add to their skills and knowledge. Sometimes employers even help pay for such courses under company tuition-aid or refund plans. An estimated 3½ million people now take such courses through different organizations, including private correspondence schools; extension departments of universities; the Federal Government and Armed Forces schools, and industry associations.

But: correspondence or home-study schools need to be selected with care. Some high-pressure schools often exaggerate their job-placement abilities, or use high-pressure salesmen.

These salesmen sometimes offer "scholarships" or make "special offers for a limited time" to get you to sign contracts. Others may claim to be "accredited" or "approved." But the accrediting organization itself may be merely an association of such schools.

The so-called "scholarships", are not real scholarships but purported discounts from high prices charged for such courses.

In a number of cases, correspondence schools have made deceptive claims for job placement. The Federal Trade Commission even found one school, American Service, Inc., of Milwaukee, advertised in newspapers under "Help Wanted" or "Job Opportunities," to get leads to prospective purchasers of their course in "law enforcement."

Correspondence courses which claim to lead to employment on airlines and railroads, in nursing and repair services, also often have been cited. For example, the Church of Religious Sciences, a Los Angeles corporation doing business under the name of Commercial Trades Institute, was cited for claiming it obtained employment for students completing the courses in auto repairs and TV service. All the "institute" really did was write letters of recommendation to prospective employers and give graduates printed suggestions on how to get a job or establish a business, the FTC said.

The fact that a correspondence school may be licensed by your state should not be considered a recommendation. But you should at least write to the state education department at your state capital to find out if a school you are considering is licensed.

Don't let a salesman hurry you into signing a contract with claims that only a few places are left, or that this price will be available only a short time. Such hurry-up tactics often are the sign of a high-pressure school of the fringe type.

YOUR MONEY'S WORTH
by Sidney Margolius
CORRESPONDENCE COURSES SOLD BY HIGH-PRESSURE SALESMEN WHO OFFER WHAT THEY CALL A "SCHOLARSHIP"...GOOD FOR A LIMITED TIME ONLY," CAN BE EXPENSIVE. ONCE YOU SIGN THE CONTRACT YOU HAVE TO PAY EVEN IF YOU CAN'T FINISH THE COURSE OR DON'T FIND IT WORTHWHILE.
SUCKER BAIT
CHECK REPUTATION OF CORRESPONDENCE SCHOOL AT LOCAL HIGH-SCHOOL GUIDANCE OFFICE. ALSO, WRITE TO YOUR STATE UNIVERSITY EXTENSION DIVISION FOR A LIST OF LOW-COST CORRESPONDENCE COURSES IT OFFERS.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S CLOTHING INSIST ON THE LABEL AT THE RIGHT. WHEN YOU SHOP FOR MEN'S CLOTHING LOOK FOR THE LABEL AT THE LEFT.
UNION MADE
ILGWU

One of the most dangerous things you can do is pay a registration fee without first investigating, because the initial fee is small. If you also sign a contract, you can be held liable for the balance even though you later decide not to take the course.

Recognized Courses

Valid courses are offered by both recognized private home-study schools, and by the extension departments of many state universities and some private colleges.

Private home-study schools: You can get a list of home-study schools who adhere to reputable standards, from the National Home Study Council, 1601 Eighteenth Street, N.W., Washington, 9, D.C. Your local school guidance office also can advise you on qualified home-study courses, and the reputation of various correspondence courses.

The private schools offer a wide variety of trade, technical and professional courses from drafting to computer programming.

However, even among reputable home-study schools, before you sign a contract requiring you to pay for the entire course, make up your mind to stay with it even when it gets hard. The first several lessons may be simple. But these courses do get harder, and there are many dropouts. Usually the more comprehensive courses cost several hundred dollars, and shorter courses, $50 to $150.

In fact, some educational authorities feel that the private correspondence schools make their money out of the large number of dropouts that occur when the courses get stiffer.

University correspondence courses: Here is a real and expanding educational opportunity more wage-earner families should take advantage of. These courses include both general academic subjects and vocational subjects, although the range of vocational training is not as broad as that offered by the private home-study schools. Costs of the university extension courses are very low since these are usually publicly-supported institutions. You can take these courses for college credit or not. Courses are offered on high school, college undergraduate and graduate levels.

In addition to general and cultural courses, such as math and languages, the university extension correspondence courses offer a range of professional courses, including accounting, architecture, business administration, many types of engin-

eering, home economics, journalism, landscape architecture, pharmacology, real estate and others.

On the high-school level, courses include both general education and business and vocational courses. These can help an adult who did not complete high-school diploma requirements, to earn an Equivalency Diploma, if local or state education departments provide for such tests.

You can get a directory of correspondence courses available from different universities, called *A Guide to Correspondence Study in Colleges and Universities,* for 25 cents, from National University Extension Association, 122 Social Science Building, University of Minnesota, Minneapolis, Minn., 55455.

Evening college courses are another fast-growing way to get more education, both for youngsters and more-mature workers. These courses are expanding, not only because of the influence of employer tuition-assistance programs, but because many workers are seeking advanced education on their own initiative.

As one example, at Rutgers University in New Jersey, reports Extension Dean Ernest McMahon, the evening college, which began just 30 years ago, now has 7700 students.

Significantly, at Hofstra University on Long Island, New York, 75 percent of the evening students are married and have children, and half hold down full time jobs. Also of interest is that an increasing number of women who married early, now take evening courses to get degrees, Dean McMahon reports.

Going to college this way does take staying power. It usually takes six to eight years to get a degree at evening college.

Legislative Activities — Iowa

Iowa Passes Motorcar and Rail-Highway Crossing Protection Bills— Also Bans 'Professional Strikebreakers'

THE 65TH GENERAL ASSEMbly of the Iowa State Legislature recently passed several bills of significant interest to Signalmen, Brotherhood Legislative Representative Don T. Swenson recently reported.

The "Motorcar Top and Windshield Bill" provides protection for employes required to operate motorcars, and another bill, H.F. 695 increased the annual allocation of road-tax fund money to the highway grade crossing safety fund from $120,000 to $240,000.

Bill S.F. 79 signed by the Governor on April 7 provided that railroad track motorcars be equipped with full width safety glass windshields, wipers, canopy tops, and red tail lights. The law became effective on July 4 and specified that all track motorcars must be so equipped within 18 months.

The grade crossing safety fund is administered by the Iowa Commerce Commission to provide grade crossing protection on Iowa railroads. The Commission had received so many applications the existing fund has been depleted and the boost was necessary.

H.F. 24 was signed by Governor Hughes on May 17 making it illegal for any person or agency not directly involved in a labor dispute to recruit employes to replace workers involved in the labor dispute; prohibiting employers from employing "professional strikebreakers" and making it illegal for people to offer themselves for employment during a period of labor dispute.

Of great importance to the working people of Iowa was the passage of S.F. 403, an industrial safety bill creating an eight-member Employment Safety Commission to establish safety codes and also establish rules and regulations for the enforcement of the safety codes.

The Commission was to be appointed by the governor, subject to Senate approval, on recommendation of labor and management groups, four members to represent the employers and four members, the labor group. The Iowa Commissioner of Labor is to advise the group and administer the rules established.

Quoting the Iowa Federation of Labor: "If all members of the Commission are sincere in their desire to establish good safety regulations for the State of Iowa, this will be one of the major benefits gained by the working people of Iowa in 1965."

One reform which many people felt was needed, that of state civil service, came close but failed to pass. This would have established the employment of state employes on merit and not on political affiliation.

Among the highway safety bills introduced was one to relax an existing law. Under present law all trucks hauling flammable liquids must stop at railroad crossings. One of the bills introduced this session was S.F. 378 which would have allowed trucks of less than 10 tons making local deliveries of flammable liquids to have crossed railroad tracks without stopping. Work to keep the Bill in Committee was successful, and it died there.

Brother Swenson and other state legislative representatives of Railroad Brotherhoods, in a joint report, said, "We want to thank all members who wrote to their legislators, asking for support in the passage, or defeat, of bills in which they were interested. The voice of the people 'back home' is important and yours should be heard.

"At the close of any State Legislative Assembly we can rightfully ask ourselves: 'What makes a good legislative session?" And we can honestly answer that YOUR VOTE, and only your vote in the future can decide the quality of the legislators elected, which in turn will decide the success or failure of the legislative session. VOTE!

"As a Brotherhood member you should be especially aware that it is your DUTY to register and vote, that you should KNOW your candidates and what they stand for, and should also be interested in seeing that others get to the polls. VOTE!"

Analysis and Comment On The National Job Stabilization Agreement

MANY QUESTIONS HAVE been asked regarding the provisions of the February 7, 1965 National Agreement and the following analysis, including some comment, was prepared by our Brotherhood for your information.

Since the February 7 Agreement deals with a new concept, that of job security within the industry, it is anticipated that future developments and interpretations will be made.

The Signalman's Journal will carry additional information on this Agreement as it becomes available.

I. Protected Employes

A. Other than Seasonal Employes: All employes who were in active service on October 1, 1964, or were restored to active service between October 1, 1964 and Feburary 7, 1965, and had two or more years of employment relationship as of October 1, 1964 and had 15 or more days of compensated service during 1964 are "protected employes" as that term is used in the February 7 Agreement. Active service is defined to include:

- All employes working on October 1, 1964.
- Employes holding an assignment on that day whether or not October 1, 1964 was a work day of that assignment.
- Employes in the process of transferring from one assignment to another.
- Extra employes on extra lists pursuant to agreements or practices working or available for calls for service.
- Where extra boards are not maintained, furloughed employes who respond to extra work when called and have averaged at least 7 days' work for each month furloughed during 1964.

The term "employment relationship" used in the agreement is very important and should not be confused with "seniority". Under some agreements, employes are required to work for certain periods of time before establishing seniority — and the term "employment relationship" was used in the Agreement to protect employes who may have had at least a two-year employment relationship with the carrier on October 1, 1964 but who did not have at least two years seniority.

B. Seasonal Employes: It is the position of our Organization that we have no seasonal employes. This section of the Agreement was included primarily to cover employes who work at facilities such as ore docks that are only open during certain periods of the year, or at produce terminals that operate only a part of the year due to growing seasons, seasonable Maintenance of Way track gangs, etc.

II. Extent of Protection Accorded Non-Seasonal Employes

A. Employment Opportunity:

1. Protected non-seasonal employes not working on the date of the Agreement should have been restored to service not later than March 1, 1965. Several Carriers have failed or refused to return protected employes to service as outlined in the Agreement. Claims should be made in behalf of these employes asking that they be paid for all time withheld from service due to these violations.

2. Subject to the limitations listed below, protected non-seasonal employes will have employment until retired, discharged for cause, or otherwise removed by natural attrition.

3. In addition to the protection of natural attrition the carriers agreed to maintain work forces of protected employes of each organization in such manner that force reductions of protected employes will not exceed 6% in any year. The established base is the total number of employes in each craft who qualify as protected non-seasonal employes. Each General Chairman should, if possible, determine the total number of protected employes working in our department on his carrier so he would be in position to challenge the carrier should it try to reduce forces in excess of 6% as outlined above. If in any year natural attrition is less than 6%, the carrier could not reduce forces in excess of the percentage of employes who left the service by natural attrition. In event the carrier does not reduce the protected work force in any year to the extent permitted under the Agreement, it is not permitted to increase the reduction in any following year even though natural attrition in that year exceeds 6%.

B. Limitations on Natural Attrition Protection:

1. Emergency Reductions: The carriers continue to have the right to make force reductions by reason of emergency conditions, in accordance with Article VI of the August 21, 1954 Agreement. Sixteen hours advance notice is required for such reduction. The Agreement also requires the recall of all employes entitled to preservation of employment upon restoration of operations when the emergency terminates. Any decline in gross operating revenue and net revenue ton miles resulting from the emergency shall not be included in computing a decline in the carrier's business pursuant to the provisions of Section 3 of Article I of the February 7 Agreement.

2. Decline in business: Employes who are protected by natural attrition are, however, subject to temporary lay-off if a major decline in business occurs. The major decline in a carrier's business which would permit a reduction in force is computed by utilizing the following formula: Should the carrier's business on a system-wide basis decline in excess of 5 percent in the combined average percentage of gross operating revenue **and** net revenue ton miles in any thirty-day period, compared with the average for the same period in the years 1963 and 1964, a reduction in force in the crafts represented by each of the organizations may be made at any time during the said thirty-day period below the number of employes entitled to preservation of employment to the extent of 1% for each 1% the decline in business, as so computed, exceeds 5%.

The average percentage decline shall be the total of the percent of decline in gross operating revenue and percent of decline in net revenue ton miles divided by two. To illustrate, should a carrier con-

tend a decline in business has occurred in the thirty-day period constituting the month of June, 1965, it must take the gross operating revenues for the months of June, 1963 and 1964, add that together and divide the total by two; take the sum of the net revenue ton miles for the same two months and divide it by two; resulting in the average gross operating revenue and the average net revenue ton miles for the thirty-day test period of 1963 and 1964.

The gross operating revenue for the thirty-day period of June, 1965 is then subtracted from the average gross operating revenues as computed in the test period of 1963-1964 and then the percentage loss is computed. The same computation is made with respect to net revenue ton miles. The percent of decline, if any, in the two computations are added together and divided by two and if the result exceeds 5% then the carrier is entitled to reduce the protected work forces by 1% for each 1% the decline exceeds 5%. Upon restoration of a carrier's business following any such force reduction, by comparison with the corresponding month in the 1963-1964 base, employes entitled to preservation of employment must be recalled in accordance with the same formula within fifteen days. (It would be advisable for each General Chairman, if possible, to establish what his Carrier's gross operating revenues and net revenue ton miles were for the years 1963 and 1964 by months.)

C. Earning Guaranteed from Such Protected Employment:

1. Employes holding regular assignments on October 1, 1964. Protected employes who held regular assignments on October 1, 1964 shall not be placed in any worse position with respect to compensation than the normal rate of compensation for said regular position; such compensation to be adjusted to include subsequent general wage increases.

2. Employes other than those holding regular assignments on October 1, 1964.

(a) Protected employes other than those who held regular assignments on October 1, 1964 shall not be placed in a worse position with respect to compensation than that earned during the base period comprising the last twelve months in which they performed compensated service immediately preceding February 7, 1965. (It might be necessary to go back several years to get 12 months of compensated service.)

(b) The guarantee is computed by taking the employe's total compensation and total time paid for during the base period and separately dividing each by twelve. If the employe's compensation in his current employment, commencing with the month of March, 1965, is less than his guarantee (adjusted to include subsequent general wage increases) he shall be paid the difference less time lost for voluntary absences. Such employe shall be compensated in addition to the guarantee at the rate of position occupied for any time worked in excess of the time paid for during the base period.

If any such employe works more than the average hours of his base period, he shall be paid at the rate of the position worked for such hours.

Before leaving this Section, time lost account voluntary absences should be examined. Before a reduction account time lost because of voluntary absence can be made from an employe's guarantee, a determination on whether or not such voluntary absences occurred in the first hours of the month, those comparable with the hours in base period, must be made.

For instance, if an employe's base period hours are 150 and he is absent in a month before he completes 150 work hours, then a deduction can be made for time lost as a result of this absence, but if the absence occurs after he has worked 150 hours, no deduction can be made as the employe has already completed sufficient work hours to fulfill his guarantee.

3. Voluntary Exercise of Seniority: A protected employe voluntarily exercising his seniority or who is displaced by an employe exercising his seniority in the normal way by reason of a voluntary action will **not** be entitled to have his compensation preserved as provided in Sections 1 and 2 of Article IV, but will be compensated at the rate of pay and conditions of the job he bids in. Such protected employe if required to make a move or bid in a position under the terms of an implementing agreement will continue to be covered by his guarantee.

4. Failure to Exercise Seniority to Preserve Rate of Pay: A protected employe (who is entitled to additional compensation under Article IV) who fails to exercise his seniority rights to obtain another available position, which does **not** require a change in residence, to which he is entitled under the agreement and which carries a rate of pay and compensation exceeding those of the position currently occupied, shall be treated as occupying the higher rated position when computing the guarantee thereafter.

5. Absences from Carrier's Service: A protected employe shall not be entitled to beneifts under the following conditions:

(a) Fails to work due to: 1. Disability, 2. Discipline, 3. Leave of absence, 4. Military Service, 5. Other absences from carrier's service.

(b) Nor shall benefits be payable under the following conditions:

1. Furloughed because of reduction in force resulting from seasonal requirements (including lay-offs during Miner's Holiday and the Christmas Season).

2. Reductions in force pursuant to Article I, Sections 3 or 4 of the Feburary 7 Agreement.

III. Use and Assignment of Protected Non-Seasonal Employes and Loss of Protection.

A. Use and Assignment of Protected Employes:

1. The carriers may use a protected employe when entitled to compensation as provided in Article IV in accordance with the existing seniority rules for vacation relief, holiday vacancies, or sick relief, or for any other temporary assignments which do not require the crossing of craft lines.

2. Protected employes used for such temporary or relief service will be paid traveling expenses under existing rules, and where such rules do not exist, the parties will negotiate and endeavor to reach an agreement to provide for such payments.

B. Loss of Protection:

1. An employe's protection under this Agreement shall terminate for the following reasons:

(a) Resignation, death, retirement, or dismissal for cause.

(b) Failure to retain or obtain a position available by the exercise of seniority rights in accordance with existing rules or agreements.

(c) Failure to accept employment made available through an implementing agreement negotiated pursuant to Article III, except employes having 15 or more years of employment relationship.

(d) A protected employe terminates his benefits should he fail to respond to extra work when called while on furlough.

2. A protected employe dismissed for cause and subsequently reinstated shall be restored to the status of a protected employe as of the date of his reinstatement.

Next month: Implementing Agreements, Disputes Committee and other articles of the Agreement will be discussed.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

System General Committee Meets

The System General Committee — Chicago & North Western, Chicago Great Western, and Green Bay & Western— held its regular meeting in the LaSalle Hotel at Chicago, Illinois on June 5 and 6. General Chairman R. B. LeBaron conducted the meeting. The following members were present: Local Chairman D. L. Foote, Local 130, vice system general chairman; Local Chairman W. M. Hines, Local 9, system general secretary-treasurer; Local Chairman H. S. Gerth, Local 39; Local Chairman N. D. Hulsebus, Local 43; and Local Chairman F. F. Muth, Local 108. The following members were absent: Local Chairman P. D. Greco, Local 98; and Local Chairman J. S. Gostonczik, Local 168. Vice President P. T. Drummond and Secretary-Treasurer C. J. Chamberlain were present and attended all sessions on June 5.

Chairman LeBaron turned the meeting over to Local Chairman Muth, Local 108, chairman of the Board of Trustees, for an audit of the Committee's books. The Board of Trustees, consisting of Brothers Muth, Gerth, Hulsebus, and Foote, assisting in place of Local Chairmen Greco and Gostonczik, conducted the audit. The chairmen reported that the books were in good condition with a proper accounting of all funds.

After the audit report, Chairman LeBaron advised that due to the increase in per capita tax to the System General Committee effective with the First Quarter 1965, as approved, the Committee's by-laws had been changed to read $8.50 per member per quarter in place of $7.50.

Brother LeBaron then reported on the status of our claims now before the National Railroad Adjustment Board, Third Division.

After lunch it was reported that a Memorandum of Agreement effective March 1, 1964, for C&NW Camp Crew No. 7, Northern Seniority District, providing $2.80 per day for each day worked in lieu of furnishing a kitchen car and cook, was temporary and terminated February 28, 1965. Since the termination of the Agreement, conferences have been held with management to enter into another agreement to cover this crew and other camp car crews. It was unanimously agreed that a proposal made by the Carrier was not sufficient and could not be accepted.

The recent letter submitted to the membership by President Jesse Clark and Secretary-Treasurer C. J. Chamberlain concerning the International Brotherhood of Electrical Workers' attempt to raid our membership, was extensively discussed. This Committee is definitely opposed to becoming any part of the IBEW and will keep Grand Lodge informed of any activity of the IBEW to organize our employes on the railroads we represent.

Secretary-Treasurer C. J. Chamberlain gave an interesting and informative resume of the problems confronting the organizations in the strike on the Florida East Coast Railway. He further discussed the letter dated June 11, sent to all B. of R. S. members, levying an assessment of $3 per quarter, per member, effective with the Third Quarter 1965. This assessment authorized by unanimous Convention

Our Brotherhood's recent success in obtaining a Union Shop Agreement on the Louisville and Nashville Railroad was discussed at a recent meeting of Chief Signalmen, Local Secretaries, Local Chairmen, General Chairman and Grand Lodge Secretary-Treasurer C. J. Chamberlain. Brother Chamberlain took this photo of the group during a brief break. They are, from left to right— seated: August Oldham, Local 13; C. F. Wynn, Local 178; E. E. Gaines, Local 215; G. R. Campbell, Local 176; O. B. Ross, Local 71; and General Chairman J. T. Bass. Standing: M. F. Trauernicht, Local 67; H. L. Morris, Local 137; J. F. Smiley, Local 207; and A. B. Branson, Local 158.

action in 1964 will provide a monthly income for our qualified members, plus cost of Travelers Insurance. There are about 32 of our members involved in the FEC strike and the cost to support them in this conservative way amounts to about $10,000 per month.

A general discussion was held on the Stabilization Agreement signed February 7. As this is a new agreement in the railroad industry and there are several disagreements between the Carriers and the Organizations as to the application of the rules it was the consensus of opinion that the disputes will be ironed out and the agreement made workable as intended by the parties.

The Chairman called on the Local Chairmen for a report from their respective districts. All agreed that most of their questions had been answered during the course of the day's session, however, each reported on general grievances and problems on his territory.

Vice President Drummond and Secretary-Treasurer Chamberlain took an active part in the discussions and were very helpful in settling some of our questions and problems.

WM. M. HINES

Baltimore & Ohio

DAYTON, OHIO (94). Our regular meeting was held by General Chairman H. C. Guscott in Cuyahoga Falls, Ohio, Akron Division Seniority District, on June 15, for the purpose of electing a Local Chairman to fill the unexpired term of deceased Local Chairman G. A. Rennie who passed away during April. Carl Root, one of our newer members was unanimously elected to the office.

Brother Otis Hout, Local 94, shown in the photo above is an inspector on the B&O St. Louis Division West.

The committee elected to assist Brother Root consists of Brothers E. F. Fox of Cuyahoga Falls, Ohio; and R. Richter of Warren, Ohio. Local Chairman C. E. Root's address is 665 Thayer Street, Akron, Ohio. Our congratulations to him on his election.

Toledo-Indianapolis Div.: Retired Signalman and Brother Martin F. "Pat" Crow passed away June 7. Death notice appears in Obituary section this month.

B&O RR-Western Lines: Members Winton Local No. 94, please be advised that effective June 12, change of address for Financial Secretary is as follows: C. B. Bruno, 1214 Dolphin St., Chillicothe, Ohio 45601.

G. F. HAMMOND

Santa Fe

MC PHERSON, KANSAS (33). Our regular meeting was held in Ponca City, Okla. on July 10. Chief Signalmen C. M. Roberts conducted the meeting with General Chairman Bill Lewis, Local Chairman Page, and Local Chairman Zielsdorf assisting.

The main topic discussed at the meeting was the consolidation moves that are taking place and the redistricting from one division to another.

Those responsible for selecting the meeting place should get a good pat on the back as it was exceptionally clean and modern. One of the outstanding features was that it was air-conditioned.

There are 27 members present with 11 from the Okla. Div., ten from the Middle Div., and the rest from the Eastern Div.

Brother Duke's gang is working on general maintenance and Brother Sette's gang was installing flashing light signals and performing general maintenance on the Middle Div. We have had no reports from the gangs on other divisions.

Brother Zielsdorf attended the meeting but is still on our disability list. He suffered a cornea separation but is recovering.

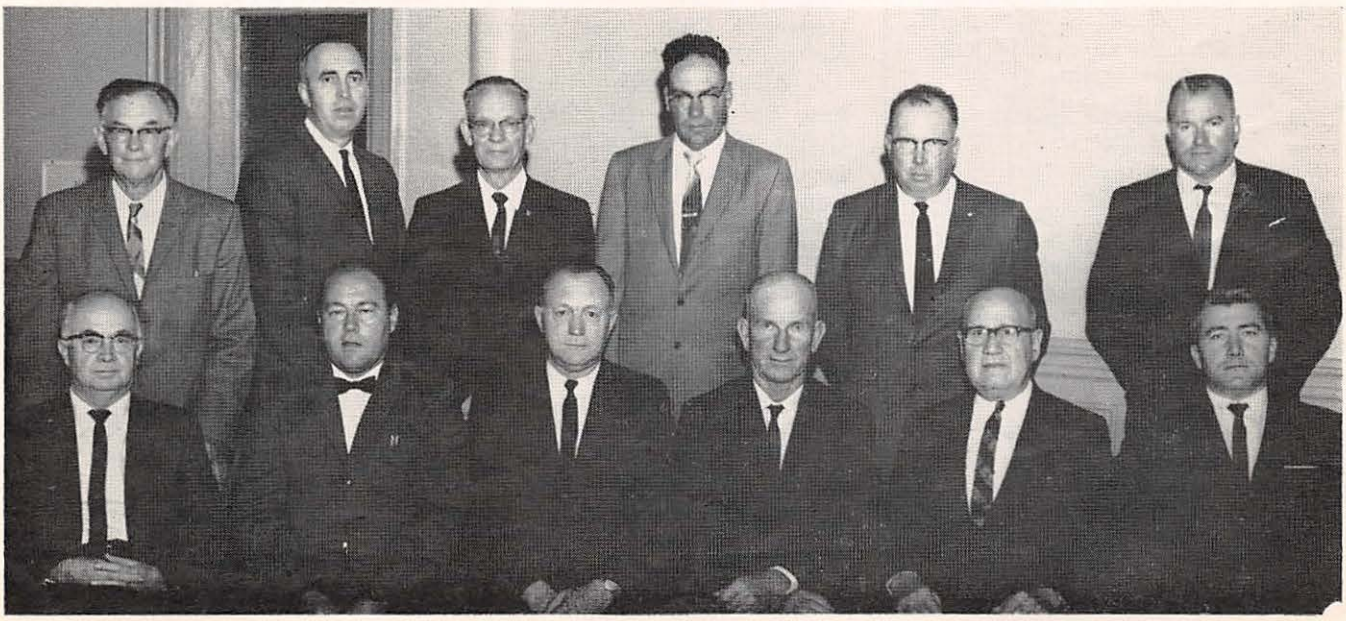
Brother Slim Walton has had a leg amputated and is recovering in the Topeka Hospital. Slim is to be congratulated for his extraordinary high spirits and we all send our good wishes to him for a speedy recovery.

Our next meeting will be in Topeka, Kansas on September 11. The place will be designated on your next meeting notice cards.

MAX E. CRAFT

This photo was taken at a meeting of the Union Pacific General Committee held June 10-11 at Denver, Colorado. Grand Lodge President Jesse Clark and Vice President B. H. Steuerwald were on hand for the meeting to discuss the various issues handled.

Those shown here are, from left to right: standing—Local Chairmen Leo E. Whorlow, Local 155; O. E. Anderson, Local 111; C. C. Cook, Local 8; A. E. Monroe, Local 8; W. L. Church, Local 8; and B. E. Price, Local 19. Seated—E. L. Russell, former Local Chairman of Local 19 and General Secretary-Treasurer; M. G. Hatfield, vice general chairman; B. H. Steuerwald; General Chairman J. H. Wollbrinck; Jesse Clark; and Local Chairman H. A. Whisler, Local 8, new general-secretary of the General Committee.



P. R. R. — P. R. S. L.

MAGNOLIA, N.J. (58). Your correspondent has been on vacation and is not fully informed on Local affairs, however, our meeting was held July 14 at Hammonton, N. J. and we have been advised that claims will be made for helpers required to drive trucks.

We have also been advised that Jr. engineers on the Atlantic district hold inspectors' positions while on vacation.

The new Cooper Tower is shaping up as new racks and relays are being installed. The P.R.S.L. is also replacing equipment for use with the high speed line.

It was reported that our inspector is ready for retirement, however, the Atlantic Div. boys hope he will be with us for a few more years.

The letter from Grand Lodge regarding the special assessment was discussed at our recent meeting. It was noted that our dues will be $19 for the fourth quarter.

Retired member J. Hargrave stopped in to say "hello". We are always glad to hear from our retired Brothers and invite them to write and let us know how they are getting along.

Members should keep *The Signalman's Journal* and their Local secretary advised on address changes and proper ZIP Code numbers. Write your secretary at 609 W. Evesham, Magnolia, N. J. or phone ST 3-6581. Your Zip Code No. is a must on future mailings of the *Journal*.

Our next meeting will be held on September 8. J. L. NACK

M. P. — H. B. T.

PASADENA, TEX. (206). Our regular quarterly meeting was held at the Ben Milam Hotel, Houston, Texas, at 9:10 a.m., July 11. There were 7 officers and members present and one new member was admitted to the Lodge by the transfer of Brother N. A. Machon from Local 5, NYNH&H.

Other business included the approval of the minutes of the last meeting, a report of the grievance committee that two new claims were being progressed, authorization for the payment of bills, and the approval of changes to Article I, Section 151 of the Constitution of the Brotherhood as suggested by the Grand Executive Council.

A Special Committee is working on revisions to our By-Laws and expects to report at our next meeting. In line with the notice contained in the minutes of our April 11 meeting, an election to fill out the unexpired term of Trustee Brother Eddie Bishop resulted in the selection of Brother G. S. Drake.

Chief Signalman Patterson discussed the special assessment that has been levied for the assistance of our Brothers on the Florida East Coast, pointing out their need as a result of the long strike. Our members are urged to remember to include the assessment when paying their dues.

Our next regular meeting will be held at 9 a.m., October 10 at the Ben Milam Hotel in Houston. A. T. PAYNE

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed, regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago 4, Ill., has been designated to receive and compile this information.

Atlanta, Ga. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore 2, Md. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N.J.
Charles J. Tyne
104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham 3, Ala.
Rives, Peterson, Pettus & Conway, Seventeenth floor, Twenty-one Twenty-one Building.

Boston 8, Mass. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street.
Tel. LIberty 2-3270

Chicago 2, Ill. Henslee-Monek-Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland 14, Ohio. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver 2, Colo. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. Dan McGlynn, 120 N. Main Street.

Fort Worth, Tex.
Contact George L. Schmidt, at Houston 2, Texas.

Houston 2, Tex.
George L. Schmidt, 1307 American Investors Bldg.
Tel. CA 2-2268

Kansas City, Mo. Ernest Hubbell, 2505 Power and Light Bldg., 14th & Baltimore Ave.
Tel. BAltimore 1-5666

Kansas City, Mo. Frank X. Mattes, 1014 Argyle Bldg.
306 E. 12th Street.
Tel. HArrison 1-5570

Los Angeles 13, Calif. Clifton Hildebrand, 408 So. Spring St., Suite 205.
Tel. MAdison 9-2214

Minneapolis 2, Minn. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York 17, New York. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. Clifton Hildebrand, 1212 Broadway.
Tel. GLencourt 1-6732

Pittsburgh 19, Pa. Robert B. Ivory, 711 Frick Bldg.
Tel. GRant 1-4780

St. Louis, Mo. Ernest Hubbell, 408 Olive St. Suite 302. Tel. CHestnut 1-0505

St. Louis, Mo. Frank X. Mattes 611 Olive St., Suite 1814.
Tel. MAine 1-6992

Salt Lake City 1, Utah. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex., 78205, George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington, 98104, Arthur E. Piehler, 27th Floor Smith Tower.
Tel. Main 4-4700

Sherman Oaks, Calif. John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura.

Syracuse, N.Y. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 63-6-5561

Wichita 2, Kans. John C. Frank, 1217 Union National Bldg.
Tel. AMherst 4-0346

Wichita, Kans. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Long Island General Chairmen Meet

The Association of General Chairmen representing Standard Railway Labor Organizations of the Long Island Railroad, at the July meeting elected the following officers. Mr. G. C. McGough, general chairman-Brotherhood of Railroad Signalmen, as the Association's Chairman; Mr. A. C. Moroy, general chairman of the International Association of Machinists, as Vice-Chairman; and Mr. A. H. Luerssen, general chairman of American Railway Supervisors Association, as Secretary-Treasurer.

The General Chairman's Association is composed of General Chairmen representing Railway Clerks, telegraphers, enginemen, signalmen, yardmasters, maintenance of way, carmen, electrical workers, railway supervisors, machinists, sheetmetal workers, boilermakers, and firemen and oilers.

The primary purpose of the Association is the mutual interest of all matters pertaining to its members and the assistance and cooperation of the members toward the future outlook and continuing the protective assurance of benefits obtained over the many years of negotiations. G. C. McGough

Southern Pacific

SACRAMENTO, CALIF. (179). Brother A. W. "Art" Wortell, signal maintainer at Newcastle, California, retired on July 1. Brother Wortell started work for the Southern Pacific as a signalman June 12, 1919 and at the time of his retirement was No. 2 on the seniority roster.

Art worked all over the division and headquartered in a one man outfit car. He and his wife, Jean, are quite well known for their generosity. Even during the depression years, Art and Jean were alert to the needs of less fortunate people and it is claimed, never turned away a hungry signalman.

Many of Art's friends may recall that he had previously been assigned at Klamath Falls, Oregon when the Shasta Division was made part of the Sacramento Division.

Brother Wortell has been a member of Local 179 for many years.

As of the date of this writing we have not learned where the Wortell's plan to locate but we wish them the best of luck and hope they enjoy a long and happy retirement.

The maintainer headquarters for this position has now been changed from Newcastle to Auburn, Calif. and living quarters are no longer being furnished.

Cert. 9223F

Wabash

DECATUR, ILL. (55). With the gangs: V. G. Shonkwiler's gang is on the fourth district; P. E. Dawson's gang is at Lafayette, Indiana on the West Point job; and J. F. Lawrence's gang is on the West Point job also.

With the Testmen: F. G. Bartley is on the north end working out of Decatur, Ill.; H. E. Martin is on the Peru, Indiana district; J. W. Sharp is on the old Montpelier, Ohio district; R. E. Petus is working between Moberly, Missouri and St. Louis, Mo.; and J. E. Bartley is working between Moberly, Mo. and Kansas City, Mo.

We understand that Brother Julius Gill has accepted a disability annuity. We are sorry to see Julius go and we hope he will soon recover sufficiently to enjoy that well earned retirement.

With the sick: Brothers Ray Tuley and J. F. Driskill are off duty due to illness. We wish them a speedy recovery and hope they will be back to work soon. We are happy to report that Brother F. A. Mackay has recovered from his recent operation and is back to work.

We were saddened to hear of the recent death of one of our real old timers, Brother Leonard Charles. His death notice appears in the Obituary column this month.

A very good meeting was held at Decatur, Ill. on Saturday, July 10. There were 10 members present. There was a general discussion of subjects of interest. The officers wish to thank those who came to this meeting. Without you reliable ones we could not have meetings such as this and it is gratifying to see you men who are interested.

"Some people learn from experience, others never recover from it." JFP

B&O-SIRT-WM

CONNELLSVILLE, PA. (31). A meeting of our members on the Western Maryland Railway Co. was held at Hagerstown, Maryland YMCA, June 26, by Local Chairman P. B. Bradfield. There were 16 members present including Vice Chairman G. A. DeLozier and General Chairman H. C. Guscott.

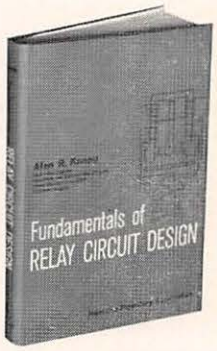
The status of the ICC Application of the C&O-B&O to control the Western Maryland was discussed. At the time of this writing, the ICC Hearing Examiner had not made a recommendation on the Application. After he does make a recommendation, a decision will be made by the full commission and it will be several months before this issue will finally be decided.

Provisions of the November 20, 1964 Agreement pertaining to a paid birthday holiday, improved vacations and paid life insurance for retired employes was discussed and explained by the General Chairman.

With respect to the February 7, 1965 Agreement regarding job Stabilization and protection for the employes who will be protected as to position and rate as of October 1, 1964, there are 51 such employes on the Western Maryland. Local Chairman Bradfield has a list of such employes. Anyone interested in their status should contact him on the subject.

Many other items of general interest were discussed and the meeting adjourned at 12:30 p.m.

A new book for signal engineers and circuit designers



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It is important that all employes upon being furloughed (whether protected under the February 7, 1965 Agreement or not) register their name and address and availability for work under Rule 32, since failure to do so may result in the loss of paid holidays or other benefits.

J. Somosky of the Pittsburgh West End retired from service June 30 and J. Robinson of the Pittsburgh East End retired July 30. They have long been members of our Brotherhood and we wish them a long and happy retirement.

We extend a welcome to Nelson Shaffer of Adrian, Pa. Nelson was recently employed on the Buffalo Division.

All of our members should note that the address of C. B. Bruno, vice chairman, Western Lines, has been changed from 926 Adams Ave. to 1214 Dolphin St., Chillicothe, Ohio.

Monongah Division. R. E. McDaniel is still off duty due to illness. L. Reed, maintainer Ohio River Sub at Parkersburg is off duty due to severe injuries incurred recently when his toes were cut in a power mower.

L. Hanlon Jr. has been awarded the maintainer's position at Parkersburg, W. Va. Brother M. D. Jewell retired.

DALE LEONARD

The deadline for all Journal copy is the 10th of the month preceding month of publication. All official matter and communications, to be printed, must be received by the editor on or before this date. All correspondence should be addressed to the Editor and Manager, E. L. Abbott, 2247 Lawrence Avenue, Chicago, Illinois 60625.

Obituary

H. M. Tarkington, retired member of Local 122, Canadian Pacific Railway, passed away on July 2, 1965, one day short of his 72nd birthday.

Brother "Turk" started his service with the C.P.R. in September 1924 and worked in various positions in the signal department until his retirement on pension on August 1, 1958, at which time he was signal maintainer at Peterboro, Ontario.

The officers and members of Local 122 extend our deepest sympathy to his widow and other surviving members of his family. R. A. NERDEN

Gerrard Meyers, member of Local 165, Canadian National Railroad, drowned while swimming at Fort Erie, Ontario on May 31, 1965. He was 23.

Brother 'Jerry" was a leading signal mechanic at the time of his death.

He is survived by his widow and one daughter to whom the officers and members of Local 165 extend deepest sympathy. D. MAJURY

A. E. Ring, retired member of Local 122, Canadian Pacific Railway, passed away on June 1, 1965 in his 78th year.

Brother "Earl" started his service with the C.P.R. June 12, 1912 and worked in various positions in the signal department until his retirement on pension April 1, 1951. He was signal maintainer for many years at Woodbridge, Ontario, where he lived since his retirement.

The officers and members of Local 122 extend our deepest sympathy to his widow and other surviving members of his family. R. A. NERDEN

William S. Magoon, retired member of Local 120, Boston and Maine Railroad, passed away May 28, 1965. He was 91.

Brother Magoon was signal maintainer at Boston, Mass. at the time of his retirement November 30, 1940 after completing 48 years of service.

The officers and members of Local 120 extend deepest sympathy to the surviving members of his family. ED.

Martin F. Crow, retired member of Local 94, Baltimore & Ohio Railroad, passed away June 7. He was 86.

Brother "Pat" as he was known, began his career on the B&O in 1909 near Brunswick, Maryland and came to the Indianapolis Division in 1912. He was maintainer at Rushville for a number of years and, due to failing health, he worked for 15 years as a helper until his retirement in 1951.

The officers and members of Local 94 extend deepest sympathy to the surviving members of his family.

G. F. HAMMOND

James Redhead, retired member of Local 122, Canadian Pacific Railway, passed away on March 27, 1965 in his 78th year.

Brother "Jack" started his service on the C.P.R. in 1917 and worked in various positions in the signal department until his retirement on pension January 1, 1954, at which time he was signal maintainer at Agincourt, Ontario.

The officers and members of Local 122 extend our deepest sympathy to his widow and other surviving members of his family. R. A. NERDEN

Leonard Charles, retired member of Local 55, Wabash Railroad, passed away recently. He was 83.

Brother Charles was a charter member of the Local and was very instrumental in the start and growth of our Organization. He was a man who had a great zest for life which he displayed as he greeted others with a warm smile and a hearty handshake. He retired some ten years ago after many years of service with the Wabash. We are going to miss him greatly at our future picnics.

The officers and members of Local 55 extend deepest sympathy to the surviving members of his family. JFP

Andrew A. Wevgt, retired member of Local 102, Pennsylvania Railroad, passed away recently. He was 91.

Brother Wevat was foreman at Bordertown, New Jersey at the time of his retirement September 30, 1938 after completing more than 39 years of service.

The officers and members of Local 102 extend deepest sympathy to the surviving members of his family. ED.

George W. Nacke, retired member of Local 76, New York Central Railroad, passed away recently. He was 78.

Brother Nacke was leading signal maintainer at Harman, New York at the time of his retirement December 1, 1952 after completing more than 42 years of service.

The officers and members of Local 76 extend deepest sympathy to his widow and other surviving members of his family. ED.

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

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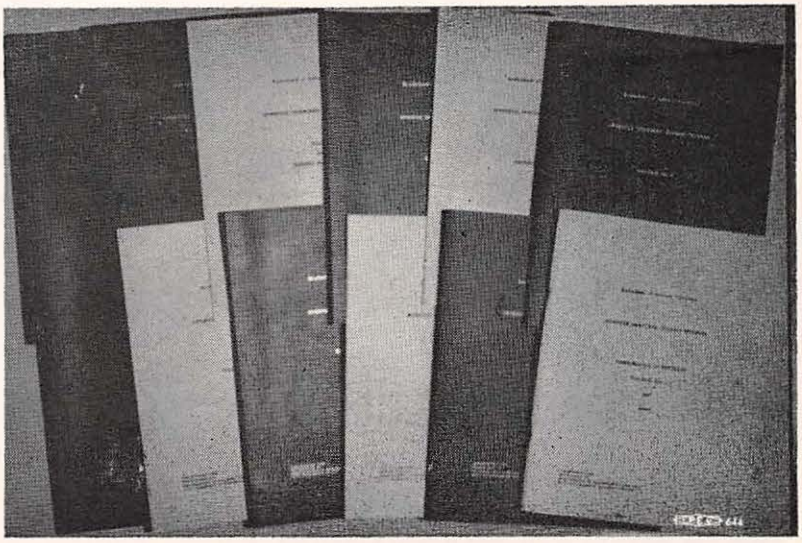

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Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. C. J. Chamberlain, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
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